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History and Progress of King County

(WASHINGTON)

King County Court House and Municipal Building

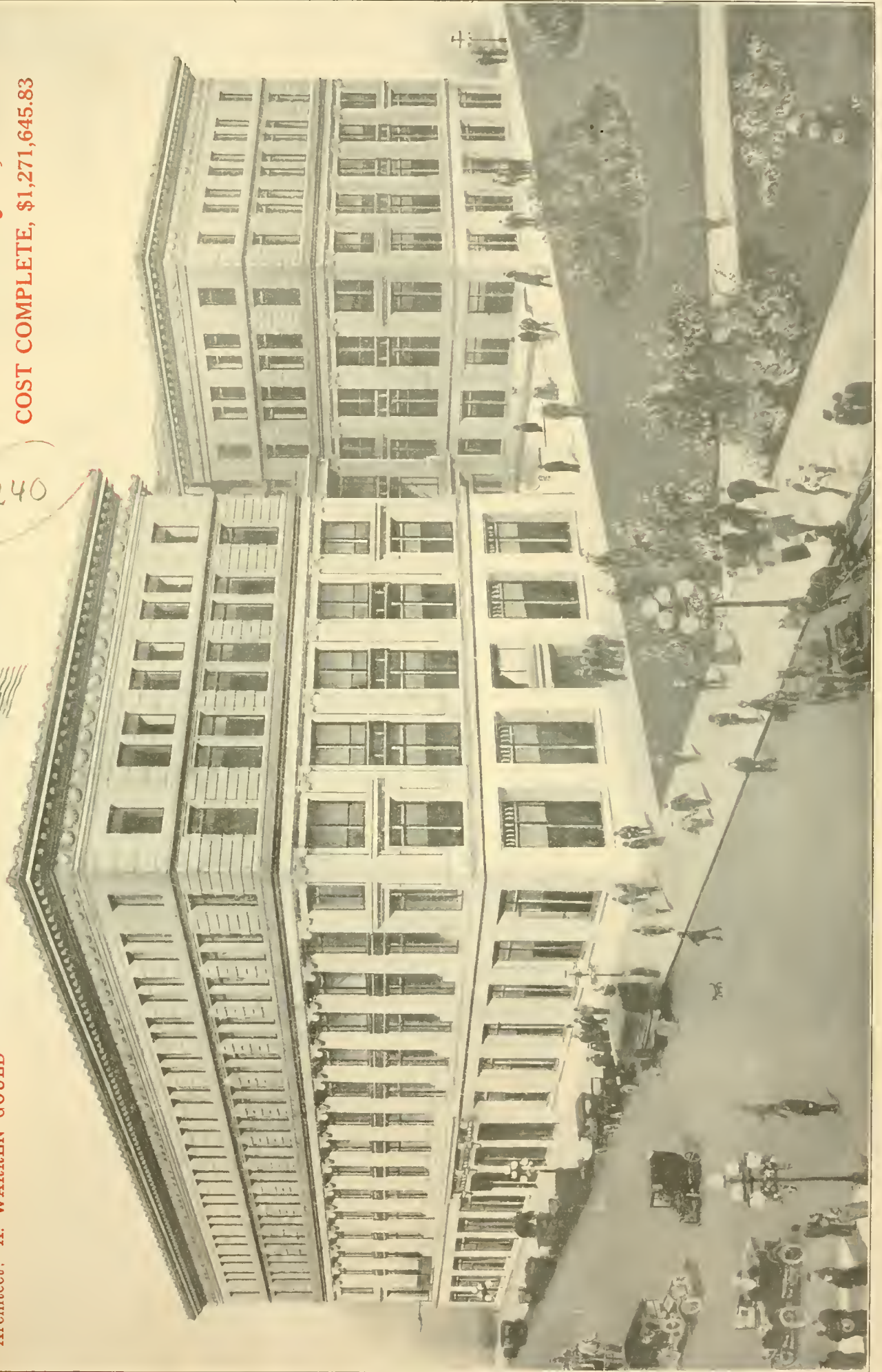
Contractor: PUGET SOUND BRIDGE & DREDGING CO.

Architect: A. WARREN GOULD

Dedicated May 4, 1916

COST COMPLETE, \$1,271,645.83

11,240



M. J. CARRIGAN
FIRST DISTRICT

M. L. HAMILTON
CHAIRMAN
SECOND DISTRICT

KRIST KNUDSEN
THIRD DISTRICT

*Board of County Commissioners
King County, Washington*

REGULAR MEETING DAYS
MONDAY AND TUESDAY OF EACH WEEK

BYRON PHELPS
COUNTY AUDITOR AND EX OFFICIO CLERK OF THE BOARD
N. M. WARDALL, DEPUTY CLERK OF BOARD

Seattle April 15, 1916.

Puget Sound Bridge & Dredging Co.,
Central Building,
Seattle, Washington.

Gentlemen:

Having accepted the New King County Court House from you as completed under your contract, we take this opportunity of expressing to you our sincere thanks and appreciation for the prompt, able and efficient manner in which you handled this job. It is seldom that the construction of a building of this magnitude is completed without more or less friction between owners and contractor over the interpretation of specifications and other details. We are pleased to say that in all matters in controversy, you have met us in a spirit of absolute fairness at all times, thus enabling an adjustment of all questions at issue without bitterness on either side.

Thanking you again for the many courtesies extended us, and wishing you success, we are,

Very respectfully yours,

BOARD OF COUNTY COMMISSIONERS,
KING COUNTY, WASHINGTON

By

M. L. Hamilton
Chairman.

CITIZENS ADVISORY COMMITTEE,

By

L. J. Foreman
Chairman.

Attest:

Byron Phelps
Clerk of Board.

By

N. M. Wardall
Deputy

HISTORY and PROGRESS of KING COUNTY, Washington



Raging River Bridge on the Issaquah-Falls City Road. An Example of Permanent and Artistic Bridge Construction.
Built by Charles G. Huber.

Bank Richest in Natural Diversified Resources of Any County West of
Chicago and North of San Francisco *King Co*
IND

Present Commissioners: M. L. HAMILTON, M. J. CARRIGAN, KRIST KNUDSEN

Published by CHARLES J. HUTCHINSON

1916

Printed by H. C. PIGOTT Printing Concern

FOREWORD



IT always seems to me that a book is not complete without a "foreword," which I interpret to mean an excuse for its existence. The sole excuse for the publication of this book is to better acquaint the people of King County—the real people who pay the taxes—with the properties they own; the equivalent given them for the money they advanced in the form of taxes, sometimes veritable "blood money."

"Tax" is the cost of government; civilization may not exist without government, nor government exist without the power of levying taxes.

That our government is crude in spots goes without saying, whether it be national, state, or municipal. Government may be economical or wasteful, it may be wise or grossly lacking in that wisdom which spends not only for the present betterments but that posterity may have "a place in the sun."

* * * * *

In my mind's eye I compare the coming of the Denny party and their landing at Alki in 1851, a land then known to be barren of all but inhospitable forests and hostile Indians, with the landing of the Pilgrims on Plymouth Rock centuries before.

When that little band of pioneers reached Puget Sound they carried with them no return tickets; there were no anchored steamships in the waterway awaiting their pleasure. These pioneers had burned their bridges—they had come for all time—and they are buried here.

Is it strange that their offspring should be imbued with that spirit of bravery and integrity that makes shining examples in our social and commercial world of today?

* * * * *

King County is a municipality, a commission form of government so to speak, whose destiny is presided over by three men, nominated in their respective districts but voted upon by the entire electorate of the county.

* * * * *

I read local history largely from the landmarks, and as I read it, I am convinced that each set of county officials has progressed somewhat in broadness beyond the set that went before.

That some of the boards were criminally profligate with the people's money will go without saying; that they in almost every instance builded for the future. And in most cases built unwisely may as well be understood. There probably was as great a protest in the early days against the building of a log jail for disorderly Indians as there was but yesterday against the expenditure of over a million dollars for the construction of the modern municipal building dedicated this day, alight with electricity—generated by Seattle's own water power—and steam heated with coal mined as a natural resource of King County.

It is a far cry from Denny's discovery of the mud flats to belching furnaces on those same flats where was manufactured the steel which entered so largely into

the fabrication of the new Court House. It was not dreamed by the Indians or the first settlers that a great waterfall, miles and miles away, would sometime light paved streets, transport passengers and lift loads of humanity to the uttermost heights of our present day skyscrapers. A Rip Van Winkle would go back into another doze when he looked upon the impossible.

* * * * *

I know pretty nearly every foot of King County. I have talked with the gnarled old men and the bent women who together cut and 'removed' the great forests that grew in our valleys and it is not for me, nor for any historian, to tell the real story of King County.

We of the present day talk of hard times and depression in business! Let us talk to the man who walked the trails and dodged the savage bullet to bring food to a half-starved family, which he raised in the worship of God. And to the hardy wife who spent days while the husband labored away from home, her companions being the cradled infant—and the ever-ready, muzzle-loading rifle. Let us talk with the men who found logs in the road too large to cut and who built bridges of smaller logs over them to reach their destination, with families and household goods drawn by starving oxen.

Let us talk with them and then drive over the bricked highways of King County upon inflated rubber tires; drive over this fertile country on roads made possible by the blood and bone and sinew of these pioneers who came and left a county better for their having lived!

I ask no credit as an author for the compilation of this book. For I did not write it; at least not enough of it upon which to leave my impress. The information herein contained is largely the work of famed authors, and I will here give them credit rather than in the body of the work. The reference department at the Seattle Public Library rendered me services that made the history possible by selecting for me books that contained the information I needed. It was the kindly offices of the librarian and his able assistants who brought to my attention the works of Professor Edward S. Meany, Thomas W. Prosch, Grant's History of Washington, the Pioneer's Record of Early Days, Welford Beaton's "Seattle and Its Makers," Snowden's History of Washington, Alice Harriman, C. B. Bagley, and many other authors and their works; also early editors of The Seattle Times, The Post-Intelligencer, The Argus, and other publications of repute.

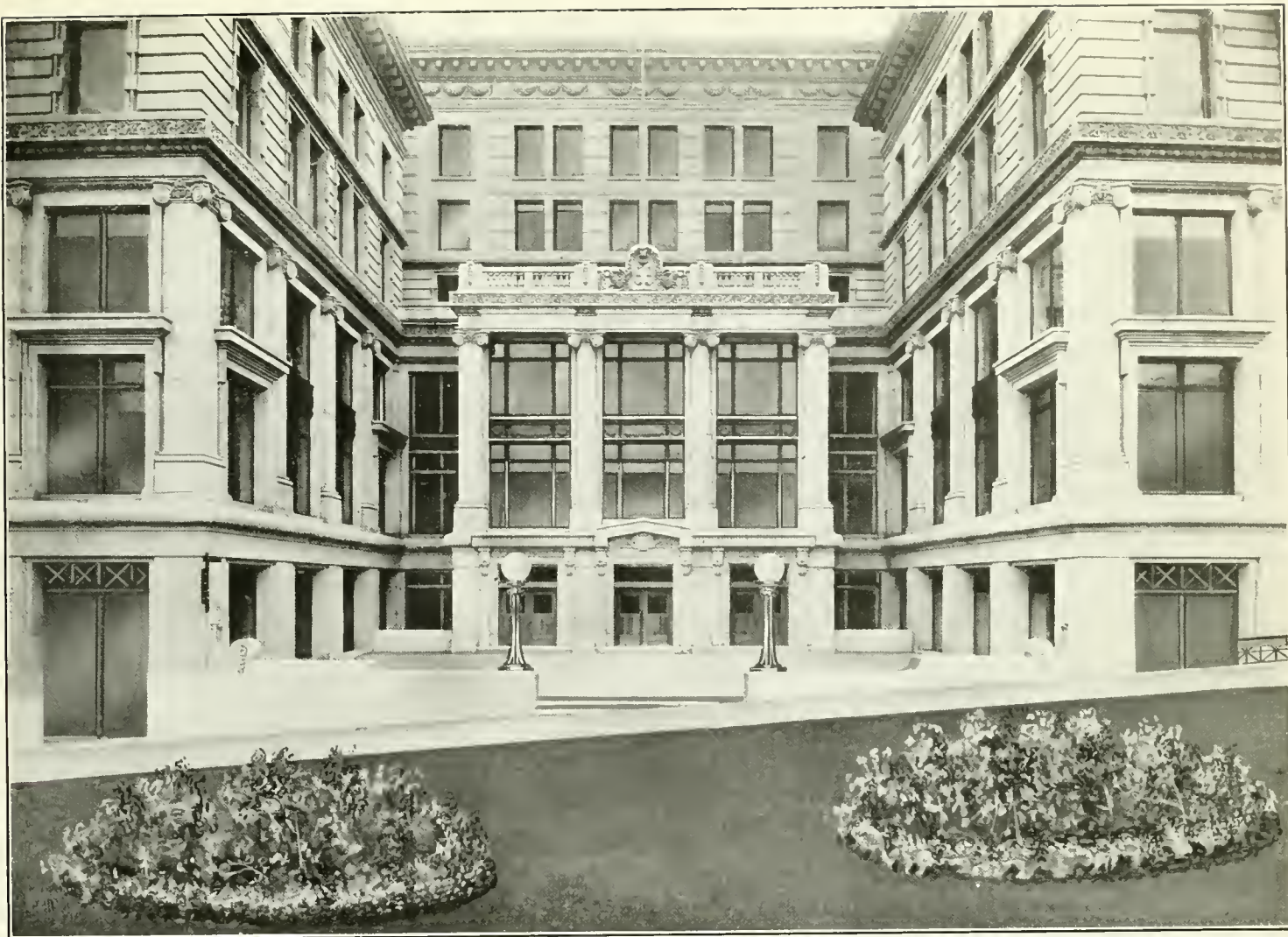
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I also wish to pay my respects in passing to the man who stood sponsor for this work—to lose money if necessary—and to him I dedicate the result of my labors. I refer in all kindness to

MR. CHARLES J. HUTCHINSON.

And with apologies, I offer it,

H. C. PIGOTT.



VIEW OF THE ENTRANCE OF THE NEW COUNTY COURT HOUSE AND MUNICIPAL BUILDING

Authentic Pioneers' Record of Early Events

Chronological notes of the early settlement of that part of Washington now embraced principally in King County

“ON the 16th day of September, 1851, Henry Van Asselt, Jacob Mapel, Samuel Mapel and L. M. Collins selected claims on the Duwamish River and on the 27th of the next month moved on to them from the Nisqually River where Collins had previously located.

“On the 25th or 26th of September, 1851, John N. Low, Lee Terry and David T. Denny arrived at Alki Point where Low and Terry located a claim, and on the 28th of September Terry and Denny laid the foundation for the first home on the claim, Low having returned to Portland for his family.

“5th of November, 1851, the Schooner Exact sailed from Portland for Puget Sound, and Queen Charlotte's Island with passengers for the Sound and a party of gold miners for the island.

“13th of November she arrived at Alki Point and

landed J. N. Low, Wm. N. Bell, C. D. Boren and A. A. Denny with their families.

“15th of February, 1852, Bell, Boren and A. A. Denny located claims on the east side of Elliott Bay extending north from what is now the head of Commercial Street (now First Avenue) to Bell's present northern boundary, and on the 23rd of March Boren and D. T. Denny started to the Willamette Valley for the stock, leaving Bell and A. A. Denny to look after the claims until their return.

“13th of March, 1853, Dr. D. S. Maynard arrived at Alki Point, and Bell and Denny agreed to move their southern boundary north to what is now Mill Street (now Yesler Way), in order to give Maynard a claim south of theirs.

“3rd of April, 1852, Bell, Boren's family and Maynard moved on to the claim before the return of Boren and D. T. Denny, leaving A. A. Denny and family sick

at Alki Point until a house could be prepared for them on the claim.

"In October, 1852, H. L. Yesler arrived from Portland and the land claims were again readjusted to enable him to hold a claim including the site he had selected for a steam saw mill which was the first steam mill built on the Sound.

"23rd of May, 1853, the first plat of Seattle was filed for record by C. D. Boren and A. A. Denny, and subsequently on the same day the plat of another portion was filed by D. S. Maynard.

"In the winter of 1852-53, J. J. Felt arrived and after somewhat extensive exploration located at Apple Tree Cove and built a mill which he removed to Port Madison early in 1854.

"In the spring of 1853, Captain William Renton came to Alki, and during the summer built a mill which he, early in 1854, removed to Port Orchard.

"In April, 1853, Thomas Mercer and Dexter Horton

arrived, and Mercer settled on the claim where he still lives.

"In December, 1852, A. A. and D. T. Denny discovered and explored Salmon Bay which was previously unknown to the white settlers.

"HENRY VAN ASSELT,

"W. N. BELL,

"H. L. YESLER,

"DAVID T. DENNY,

"C. D. BOREN,

"A. A. DENNY."

Jan'y. 1st, 1880."

"Note: This epitome of historical events was prepared and signed by the above well known pioneers. Arthur A. Denny was the prime mover, and the original is in his safe at the family residence.—Editor of the Pioneers' Record of Early Events of King County."

It is right that the above chronology should have been prepared by those hardy pioneers, all living on January 1st, 1880—but all having passed to the great beyond at the time this history is being prepared.

* * * * *

"Passing of the Wilderness"

OVER NINETY YEARS AGO, or to be more exact, on the twenty-fifth day of February, 1825, Hon. Mahlon Dickerson, United States Senator from New Jersey, made a speech in the Senate upon a bill which provided for a grant of land to settlers to induce them to locate in the Oregon Territory, in which he said that Oregon could never become one of the United States and that the country would never be of any essential benefit to the Union, either as a colony or as a State.

Remember now, that all of that land now embraced within the confines of the state of Washington, was at that time part of the then "Oregon Country."

Repeating the declaration that Oregon would never be a member of the Union, he undertook to show that it would be extremely difficult if not altogether impossible to secure from it a representative in Congress. He estimated the distance from the Columbia River to Washington, D. C., at 4,650 miles, and said that a member of Congress from the state of Oregon would travel, going to and returning from the seat of government, 9,300 miles, and supposing he would travel at the rate of thirty miles a day, and allowing for Sundays, it would take him 350 days of the year to go to Washington and return. This would allow him only a fortnight to rest himself in the capital before commencing his journey home. As a considerable part of the way was over rugged mountains, covered the larger part of the year with a great depth of snow, he stated that traveling at the rate of thirty miles a day would be a hardship.

It is evident that his views were shared by a majority of the senate, because at the conclusion of his speech

he moved that the bill be indefinitely postponed and his motion carried by a vote of nineteen ayes to seventeen noes.

During the controversy with Great Britain over the boundary it was even proposed that this section of Oregon Territory where is now located Seattle, be traded for the Island of New Foundland and had it not been for the heroic patriotism and energy of Marcus Whitman, who rode across the whole Continent to plead the cause of the far Northwest before the powers in Washington, it is more than probable that this country would have been lost to the United States.

The passing of the wilderness in the Pacific Northwest is one of the most interesting stories in American history. The great Northwest is interesting because it is the only section of the United States that never acknowledged allegiance to any other government and has never recognized any flag but the Stars and Stripes of Freedom.

The "Old Oregon Country" included all that territory which now embraces the state of Washington, Oregon and Idaho, with a small part of Western Montana and Wyoming. It was only accessible by vessels sailing around Cape Horn or by land route over the Isthmus of Panama.

* * * * *

The first attempt at settlement in what is now King County, was made by John Holgate in the fall of 1849, when he staked out a land claim near the mouth of the Duwamish River, which he intended to make his future home, but he went back to the Willamette Valley and took no steps to file on it as a "donation claim." In September of 1851, Henry Van Asselt, Luther M. Collins, Jacob Maple and his son Samuel settled on the prairie land where the Denny Tile Works now stand and Maple and his son filed upon the land Holgate intended to take.



THE BOTHELL BRICK HIGHWAY ON THE NORTH AND WEST SHORE OF LAKE WASHINGTON, A SECTION OF THE PACIFIC HIGHWAY LEADING TO EVERETT AND BELLINGHAM

Planning King's Highways

A Story of Engineering and Road Building

By J. R. Morrison, Chief Deputy County Engineer

The first regularly established road on record in King County was surveyed and located July, 1854, by order of the Territorial Legislature, appointing Thomas Mercer, Henry Van Asselt and Henry H. Tobin as viewers, to "view and locate" a "road from Seattle to intersect the road from Stella-coom."

William A. Strickler was called in as surveyor and located the road from Seattle in a southerly direction crossing Black River and terminating at White River, near the present town of Auburn.

The next road requiring a survey was County Road No. 6 located in November, 1864, ten years later, by Edwin Richardson, U. S. deputy surveyor. This road is described as be-

ginning at the northeast corner of Block 72 on Madison Street, and ran in a northeasterly direction to Lake Washington at a point several hundred feet south of the present terminus of Madison Street, at Lake Washington, and following the general course of Madison Street as it exists today.

The report of the viewers of this road states. "The country through which said road will pass is mostly of a fertile character, not only heavily timbered and remarkably well adapted for a wagon road, being generally level and what hills there are, are of an easy grade."

An interval of three years occurred before the services of a surveyor were again required. In 1867 H. J. Stevenson appears as viewer and surveyor of Road No. 18 for the sur-



J. R. MORRISON
Formerly County Engineer, Now Chief Deputy
Under Arthur P. Denton

vey and location of a wagon road from a point opposite Fort Kidd, on White River, to a point on the military road about one-quarter of a mile north of Steele's ferry on the Duwamish River.

Difficulties in regard to right-of-way for county roads are not of recent origin as evidenced by the following petition, dated June 25, 1870: "We, the undersigned citizens of King County, Washington Territory, do respectfully petition your Honorable Body to vacate the portion of county road that has been laid out across the garden and timothy fields of D. A. Neely and establish the old road from the new shed to what is known as the old Washburn House. (To avoid all further litigation) As in duty bound we will ever pray."

The record is not clear as to the first county surveyor of King County. The first mention of the office of county surveyor to be found in the commissioners' proceedings was March 30, 1872, where it is stated, "The object of the meeting being to fill a vacancy in the office of county surveyor, it is hereby ordered that George F. Whitworth be and is hereby appointed county surveyor, for the County of King, to fill a vacancy existing in said office."

The early roads of King County were generally located by "viewers" appointed by the Board of County Commissioners and they rarely deemed it necessary to call any engineering talent to their assistance.

With the rapid growth of the county, the road problem became an increasingly important one as well as to other counties in the state and in the year 1907 the Legislature created the office of county engineer, changing the title from county surveyor to county engineer. Mr. A. L. Valentine, now superintendent of public utilities for the city of Seattle, was then county surveyor and has the honor of being the first county engineer of King County.

At this time a gravel road was the highest type of construction in the county and during the winter it was almost impossible to haul more than an empty wagon into the city of Seattle over the roads, either north or south of the city. Today King County has 54.71 miles of paved highways. Contracts are about to be let for 18 miles of paving which will make a total mileage of paved highways at the close of this

year of 71.71 miles. Almost every type of standard highway paving surface is represented, including brick, concrete, bitulithic and asphaltic.

* * * * *

In 1912 the citizens of King County voted a bond issue of \$3,000,000 for the purpose of establishing the ground work for a comprehensive general highway system for King County, two million dollars of this fund to be expended in the county and one million dollars to assist the city of Seattle to improve the streets which will connect with the county highways.

The Automobile Club of Seattle and the Good Roads organizations of the county proposed this plan of issuing bonds to the Board of County Commissioners and were active in urging its adoption by the voters.

The late Col. Alden J. Blethen of The Times and Mr. Scott C. Bone of The Post-Intelligencer became personally interested in the movement and the success of the bond issue was largely due to their effective work.

The preliminary plans for the roads to be included under the bond issue were made up by Commissioner M. L. Hamilton, A. L. Rutherford and County Engineer J. R. Morrison. It is due to their thorough knowledge of the county and its requirements that such a practical and generally satisfactory scheme was evolved in the very short time allowed for this work, which was only three days.

The main object sought was to provide every important section of the county with a main trunk highway, to be laid out on easy grades and with as little curvature as the conditions would permit. Only two projects included paving, No. 7, Seattle to Renton, and No. 11, Seattle to Pierce County. The other roads were to be graded and given a surfacing of gravel which would serve until the new grades had time to settle and the growing importance of some particular demanded its being paved.

All of the bond issue roads will be completed or under contract before the end of the year.

* * * * *

The work of the county engineer's office covers a very wide range, embracing surveys and designs for roads, bridges, docks and river improvements and the supervision of construction of all such work done under contract. The county engineer is required by law to make a yearly report of the condition of each of the 840 bridges and docks in the county. In timber bridges or combination timber and steel bridges it is necessary to examine each stick of timber in the whole structure.

The policy of the present Board of Commissioners is to use only steel or concrete for the more important bridges. King County is one of the very few counties designing its own bridges.

The unusual amount of work required to make the surveys and prepare plans and specifications for the bond issue roads, in addition to the customary work of the office, required a large force during the height of the work in 1915; ninety-five men were employed.

* * * * *

The duties of the county engineer are defined by the statutes of the State of Washington and what in some cases appears to be slow and expensive methods of the county engineer's office is due to the requirements of the law.

The total mileage of roads and number of bridges and docks in King County under the supervision of the Board of County Commissioners and county engineer, is as follows:

	Miles
Earth roads	376.1
Gravel roads	1,057.9
Paved roads	54.7
Total	1,488.6
Bridges	840
Docks	41
Gravel bunkers	3



OLD KING COUNTY COURT HOUSE

The above cut represents the Old Court House as it stands today, grim in its dress of gray stone and cement, and soon to be abandoned for the new structure on Third Avenue. This building has witnessed everything—weddings, divorces, murders, hangings, and sometimes it was well that the figure of Justice was blindfolded, for even Justice was dealt to litigants in blind and unseeing manner. Within its walls is the jail which has housed many famous and infamous criminals.—H. C. Pigott in Seattle Saturday Night.

The Abandoned Court House

The old Court House with its base resting on a commanding eminence nearly 300 feet above the harbor, presented a very imposing appearance, its lofty tower projecting a total of 160 feet making 460 feet above sea level. The county voted an issuance of bonds to the amount of \$200,000 for the erection of this old structure then long needed for the courts and county officers, and the commissioners immediately selected a site and secured plans. The site chosen was on the hill on Seventh Street between Terrace and Jefferson Streets.

The only objection to the site was its inaccessibility and the steepness of the approaches from the business

streets. On the other hand, the elevation added much to the commanding appearance of the structure and rendered it so much more to the attractiveness of the city.

* * * * *

Plans for the old edifice were prepared by Mr. W. A. Ritchie, and these were drawn with an idea to combining beauty, solidity, and fireproof features. This structure was probably the best and handsomest yet erected on the Pacific Coast at the time of its building. It was constructed of stone, brick and iron and cement, the same grouping of materials as in the new building, yet note the contrast in the pictures.

History of the Construction of the New Court House

By NORMAN M. WARDALL

THE first official action taken looking toward the construction of a new Court House, dates back to the year 1903, at which time Charles Baker, now deceased, P. J. Smith and L. C. Smith constituted the Board of County Commissioners. P. J. Smith is now a resident of Issaquah, and L. C. Smith, who on retiring from the Board, served a four-year term as Sheriff, is at present living in Auburn. The need of a new building was clearly set out in a formal resolution passed by this Board on April 13, 1903, in which the statement is made that the "old building is inadequate for the present needs of the County, and the great increase in population and volume of business demands a more commodious structure," and in conclusion it is ordered that the offer of the Yesler Estate to sell Block 33, (C. D. Boren's Addition to Seattle, to the County for a Court House site at a consideration of \$235,000.00 be accepted. There being no funds available for the purpose of buying a Court House site, it was further provided that payment be made to the Yesler Estate in County Warrants drawing 5% interest. Deeds of conveyance were passed on May 5th, 1903, and four hundred and seventy \$500.00 County Warrants were issued to the grantors. Provision was made in the next two annual tax levies to redeem warrants. For some reason, presumably financial considerations, no further action toward actual construction of a building was taken by this Board or the one immediately succeeding it. On the contrary, a five year ground lease was entered into with Geo. B. Lamping and associates in 1906 for the westerly half of the block, at an annual rental of \$6,000.00. These parties constructed a temporary structure thereon, covering the entire half block, which was used for the first two years as a skating rink, and was known as the Coliseum. Later the building was tenanted to Sullivan & Considine and converted into the Orpheum Theatre.

In addition to the original cost of the site, approximately \$126,000.00 in local improvement assessments, including re-grades have been paid; to offset which, \$45,000.00 in rentals have been collected, making the total cost of the site to date \$316,000.00.

It is worthy of note that in the purchase of this site, Commissioner Baker and his associates on the Board were severely criticized, ridiculed and maligned in the public press and on the street, for their reckless and unwarranted expenditure of public moneys. Time, however, has demonstrated the wisdom of the purchase, for in 1914, at the commencement of construction work, the site was conservatively valued at \$1,000,000.00.

The first steps toward actual construction of a new building on the site purchased in 1903 was taken on July 5th, 1911, at which time the Board consisted of M. L. Hamilton, A. L. Rutherford and David McKenzie. A

resolution was passed on that day calling for a special election for September 5th, 1911, to vote on the question of issuing bonds in the sum of \$1,500,000.00, for the purpose of building a new Court House. No actual plans, specification or drawings for the building proposed to be constructed were furnished however, and the bonds were voted down by a vote of 7,322 for and 11,792 against; the claim being made that had the people been fully advised as to just what they were to get for the money voted, the results might have been different.

A year later, the needs and demands for a new building being more acute, the same Board passed unanimously a resolution calling for another bond issue for the same purpose, the amount being reduced to \$950,000.00.

There is a little inside and heretofore untold story in connection with the fixing of this amount at \$950,000.00 instead of an even \$1,000,000.00, which might be considered in the nature of a bait to the voter, but the des-warrant going to that extent. At all the conferences held perate situation and need of a new building seemed to to consider the submitting of a new bond issue, the amount had always been fixed at One Million Dollars. However, in view of the fact that just one year prior the people of the county had refused to vote a bond issue of \$1,500,000.00, it was thought probable that it was the large amount asked for that frightened them. In both print and public speech Nine Hundred and Fifty Thousand Dollars looks and sounds much less than One Million Dollars, and altho \$50,000.00 would make very little difference in the character of building we would secure, it might make a great difference in the number of votes received. It was considered probable that the average voter would vote for a bond issue of \$950,000.00, while he might vote against the larger amount of \$1,000,000.00. It was determined, therefore, to fix the amount of the bonds at the smaller figure.

Profiting by the mistake of the year before, they immediately employed an architect to plan such a building as could be built for the sum proposed, with ample foundations to carry out if possible, the recommendation of Virgil Bogue, an Engineer of national reputation, employed by the City of Seattle to plan a "City Beautiful" along modern lines. He had recommended the grouping of all public buildings in a common "Civic Center" and had selected for such "Civic Center" in the Denny Hill re-

At this stage of the proceedings, a new element of great force entered into the negotiations in the form of the "Civic Center League." This organization had been formed to carry out if possible, the recommendation of Virgil Bogue, an Engineer of national reputation, employed by the City of Seattle to plan a "City Beautiful" along modern lines. He had recommended the grouping of all public buildings in a common "Civic Center" and had selected for such "Civic Center" in the Denny Hill re-

grade district, a mile or more north of the present Court House site. It was the purpose of this League to either force the construction of any new public buildings in the proposed Civic Center, or delay construction until such time as the people could be educated to the point of demanding a Civic Center or await the election of a Board that would do their bidding. They were very persistent in presenting their demands before the County Commissioners, and in order to appease them and to get an accurate idea of what the people actually wanted, it was voted to submit also another bond issue in the sum of \$1,400,000.00 being \$950,000 for the building and \$450,000 for a new site. A very exciting campaign was carried on, a feature of which was the flaring posters gotten out by both sides, and posted on bill boards and fences thruout the County. When the vote was counted on November 5th, 1912, it was found that the bonds for the Court House on the old site had carried by a vote of 35,768 for and 16,565 against, while the Civic Center plan had been defeated by 18,123 for and 31,206 against. It has been a matter of speculation as to just what the Board would have done had both bond issues carried.

Before proceeding further with the details of actual construction, the Board deemed it wise to call into consultation a committee of business men of established integrity and experience in matters of this kind. The members of the Committee as finally determined upon were: Laurence Colman, Chairman; J. S. Brace, Theodore Haller, Herman Chapin and P. J. Smith. They entered into the matter at hand with enthusiasm, and altho they were all busy men, they gave their time and energy to the furtherance of the project without stint and with no thought or hope of reward of any kind. Especially is this true of Messrs. Colman and Brace, for no final decision of any consequence in connection with the construction of the New Court House has been made without their approval, and it is to be hoped that whatever credit and appreciation is to be meted out for this undertaking at the present or in the future, that the members of this "Advisory Committee" receive their full share.

As soon as the details could be worked out, and acting under the advice of the Business Men's Committee, the bonds were offered for sale and on March 5th, 1913 were struck off to George H. Tilden & Co. Before delivery of the bonds could be made however, the Board was enjoined by Court from issuing them, the plaintiff in the action being one of the Civic Center advocates, the League being still unreconciled to the construction of a public building outside of the proposed Bogue Center. The chief ground for the action to have the bonds declared illegal, was that the voters had been deceived as to the kind and size of the building to be built with the proceeds of the bonds. It was clearly shown at the trial that Architect A. Warren Gould had produced a picture of a complete building of fourteen stories, such as is in contemplation for the future, and that the advocates of the down town location had made beautiful photographs of this picture and spread them broadcast thruout the County, to give the impression to the voters that that was the building they were to get for \$950,000.00. After a lengthy trial with two Superior Court Judges on the bench, the contention of the plaintiff was upheld and the bonds declared illegal. An appeal to the Supreme Court seemed almost a forlorn hope, but it was finally determined upon by Commissioners Hamilton and Rutherford,

backed by a lengthy and exhaustive brief, all at the hands of Deputy Prosecuting Attorney, Robert H. Evans, acting for the Board, the Supreme Court in December, 1913, reversed the lower Court and held that the bonds were legal. The Board immediately advertised for new bids for the bonds and in May, 1914, they were sold to the Dexter Horton National Bank at par, five per cent, and a premium of \$26,885.00. Thirty days later the total sum of \$976,885.00 was covered into the County Treasury, and the decks were all cleared for actual construction work.

Bids were called at once for a three-story fire-proof granite building under the Gould plans and specifications, it being clearly stated that no bids exceeding the amount of money available would be considered. Bids were also asked for the construction of two additional stories, for the legislature of 1913 had passed an act permitting the joint action of County and City in erecting a public building for the use of both municipalities, and the Seattle city authorities were talking of taking advantage of that law, and wished to know approximately what the cost would be for two additional stories for their exclusive use. Bids were opened June 29th, 1914, with nine of the most reliable contracting firms in the Northwest responding to the call, and all of same were found to be within the amount available. This was considered as a vindication of Architect A. Warren Gould, as he had contended at all times that such a building as he had planned could be built for \$950,000.00. The low bidder was the Puget Sound Bridge & Dredging Company of Seattle, and on June 30, 1914, the contract was awarded to them at \$810,563.00. Their supplemental bid for two additional stories was \$248,585.00.

The County was extremely fortunate in their selection of a builder, for the reputation of the Puget Sound Bridge & Dredging Company for integrity, square dealing and ability to handle efficiently, large undertakings is well known. During the entire progress of the construction work no serious differences or misunderstandings arose between the County and contractor, for the reason that the President of the Contracting Company, Samuel Hedges, met the County more than half way on a settlement of every point in which there was a difference of opinion,—and there were scores of them.

After a careful investigation to find the proper man for Superintendent of Construction to represent the County on the ground, the Advisory Committee recommended Mr. C. R. Aldrich, a well known architect and builder, and he was immediately employed. The appointment proved a wise one in every way; for in addition to the responsibility of seeing that the County received what it was paying for, he had a diplomatic way of settling strikes, interpreting specifications, conciliating sub-contractors and material men, that removed much detail from the shoulders of the Commissioners and the Advisory Committee.

On July 10th, 1914, ten days after the contract was let, the first sod was turned by Commissioner M. L. Hamilton. A brief ceremony had been arranged to commemorate the occasion, and from a crude platform of planks, Norman M. Wardall, as Master of Ceremonies, gave a short address of felicitation and introduced in turn Councilman A. F. Haas, Acting Mayor; David McKenzie, Chairman of the Board of County Commissioners; M. L. Hamilton, County Commissioner; P. J. Smith, member of

the Board in 1903 when the site was purchased; C. R. Aldrich, Superintendent of Construction; and Samuel Hedges of the Contracting Company, all of whom expressed a sentiment of thankfulness that the dream of years was about to be brought to an actuality. Less than two hundred citizens were present.

The City of Seattle was paying out annually nearly \$30,000 in rentals for offices to house their various departments that could not be accommodated in the City Hall, and the City Council desired very much to join with the County in the construction of the new building in order to bring all their scattered departments under one roof. They were unable however, to finance the matter without calling an election to vote bonds for the purpose, which was not deemed desirable. The ownership of one building by two municipalities, when the title to the ground on which the building stood rested in one of them, presented many legal and objectionable obstacles too complicated to solve readily, and after many conferences between the Council, Commissioners and Advisory Committee, it was finally determined that a straight landlord and tenant proposition was the cleanest cut and most reasonable solution of the matter of joint use. The City Council therefore, on October 3rd, 1914, passed a resolution declaring its intention to lease from the County of King approximately 50,000 square feet of floor space in their new building for a term of twenty years, at an annual rental of sixty (60c) cents per square foot. In order to provide this additional space, the County Commissioners called a special election for November 3, 1914, to vote another bond issue of \$350,000 to construct two additional stories. It was figured that the \$300,000.00 in rentals received from the City during the twenty year term of the lease would pay the interest on the bonds and retire them in full. Very little opposition developed and the bonds were voted 40,508 for and 22,474 against.

When the time came to make a new contract for the addition of the two stories, a great difference of opinion arose as to whether they should be carried up of Index granite, the same as the lower stories, or if terra cotta should be used. There was a difference of some \$30,000.00 in favor of the use of the latter material, which was a King County product, and the manufacture of which would give employment to many unemployed men, who were overrunning the City at that time. Many conferences were held with the Advisory Committee, and the Committee finally recommended the use of Terra Cotta. A supplemental contract was then entered into with the Puget Sound Bridge & Dredging Company at \$248,585.00.

The Terra Cotta used in the upper stories was manufactured by the Denny-Renton Clay & Coal Company;

and is so well matched with the granite in color and texture that it is difficult to tell where one leaves off and the other begins. A little later on the Contractor was authorized to add still another story at an additional cost of \$45,000.00. This story however, contains but 14,000 square feet, about one-half the size of the others, and is not discernible from the street, as it is set in from the main walls of the building. This additional space is to be occupied by the City Engineer, and the County will get an equal amount of space in the old City Hall building for use as a County jail.

The formal lease between the County and City was not entered into until December 30, 1915, and provides, among other things, for a term of twenty years from that date at 60c per square foot per annum; for the furnishing by the County of all janitor, elevator, heat, light and all ordinary building service; it being expressly provided however, that all electric energy used in the building shall be purchased from the City Lighting Department, at the lowest current commercial rates; for the construction of a tunnel to connect the basement with Fourth Avenue near Yesler Way to be paid for jointly. This tunnel is for the purpose of making the basement available for a garage, some sixty machines being owned by the two municipalities.

An information Bureau will be maintained and will be in the hands of J. W. Stokes, who holds the cigar stand concession. The building will be managed by Clarence W. Ide, former U. S. Customs Collector and U. S. Marshal.

The financial account for the building stands approximately as follows:

Total amount available from two bond sales, \$1,335,250.00

Expended as follows:

Paid to Building Contractors-----	\$1,158,607.43
Paid Architects fees and Superintendence--	57,328.93
Paid for miscellaneous items-----	11,709.47
Items contracted for but unpaid-----	44,000.00
	<hr/>
	\$1,271,645.83
Balance of fund unexpended-----	63,604.17
	<hr/>
	\$1,335,250.00

In the history of the construction of public buildings exceeding a million dollars in cost, it is certainly a unique and rare condition to have one built within the fund appropriated for the purpose, and without a breath of scandal connected with it. This should be a great source of pride to every citizen of King County and should go far toward inspiring faith in the integrity of its public officials.

* * * * *

As the Work Proceeded

Contract was signed July 7, 1914 for the three-story building. Ground was officially broken July 11, 1914, by the County Commissioners, contractors and representative citizens. Excavation continued practically without interruption, men being employed night and day in an effort to complete foundations before wet weather set in. About 56,800 cu. yds. of earth were removed. The site

of the building has at former times been beach washed, four distinct beach lines being cut through in excavating for footings. Every pier of the building rests on very firm earth, two of the piers being put down to a deeper level than was anticipated to assure a good footing. A little quicksand was encountered, the bearing of the footings being below the quicksand strata. The only water

difficulties were caused by surface water, so that with the drainage provided, the basement will be dry for all purposes. No discernible settlement has occurred.

Concrete in the foundation was started along the Fourth Avenue side on August 13, 1914. There are 192 isolated pier footings, some of which contain enough concrete in one footing for the foundation of an average sized residence. All of these are reinforced with steel bars rolled in Seattle. The structural portions above the foundations were carried on in the usual course of procedure, all the structural portion being of Washington cement, reinforced with Seattle steel and in places a filler of Seattle clay tile. There were used in the building about 29,000 barrels of cement, 3,500,000 pounds of steel, 17,500 cu. yds. of concrete, and 190,000 sq. ft. of floor tile.

The original contract provided for the addition of two stories at the option of the County. Order was issued to the contractors to proceed with the two additional stories on December 11, 1914, these two stories to be faced on the outside with terra cotta made in Seattle, of which there are about 31,000 sq. ft.

Setting of granite in the lower stories was commenced on February 24, 1915, of which there are approximately 37,000 cu. ft. of Washington quarries.

The structure is built to permit the addition of five more stories if needed, consequently a temporary cornice was put on, the erection of same starting April 15, 1915. Roof covering was completed July 10, 1915.

On April 23, order was issued to add a partial sixth floor, for the use of the City Engineer, the structural portions of which are permanent.

Partitions of tile of which there are 260,000 sq. ft. started on May 4th. Plastering was started July 21. Of this there are 80,000 sq. yds. in addition to ornamental cornices, mouldings, etc., all of which is finished a smooth white.

Exterior bronze and plate glass windows, of which there are 515, were made in Seattle, the erection of same in the building commencing June 5.

Interior doors, (624 in number), interior sash and trim, are of enameled steel, the erection of same commencing October 23, 1915.

There are approximately 2½ acres of Alaska marble, cut in Tacoma, the installation of which commenced August 24.

Ornamental iron, consisting of elevator fronts, stair rails, balustrades, etc., is a Seattle product.

There are four Otis Traction elevators, traveling 450 feet per minute, installed during the month of December, and are of the best type manufactured or used.

The plumbing and heating in the building was installed by a Seattle firm, the work on which was carried out throughout the construction of the building. The heating is steam direct radiation with forced draft ventilation for court rooms, the fan was made in Seattle and is capable of delivering 60,000 cu. ft. of air per minute. The heating in court rooms is regulated to an even temperature by thermostat control.

The electric fixtures are entirely of Seattle manufacture, of bronze and polycase glass, installed in December.

The building was accepted from the Contractors on February 25, 1916. The Prosecuting Attorney occupied his space on February 26 and the installation of court room fixtures, office counters, desks, etc., was commenced on the same date.

The building is substantial, durable, and well-finished throughout and will undoubtedly prove a great benefit to the community for a long period of time.

* * * * *

History of the New Court House Site

THE present Court House site is inseparably connected with the History of Henry L. Yesler. Mr. Yesler came to Seattle in the fall of 1852, with the intention of starting a saw mill. Early in April, 1853, the saw mill was set in operation, being the first one on Puget Sound. The mill became the center of operations in the little village of Seattle. It furnished labor and support to most of the inhabitants at that time. Mr. Yesler first built him a modest home on the N. E. corner of First Avenue and James Street, where the Pioneer Block now stands. As the village grew his property gradually increased in value, and in time he became one of the wealthy men of the city. He was probably the landlord and owner of more houses occupied by tenants than any other man. Other people were building homes and buildings for themselves, but Yesler never missed an opportunity to get a tenant, and if he didn't have a house for that purpose, he would build one.

In all of the early enterprises of the City he was very active.

Beginning about 1870 the little town of Seattle had great hopes of immediate growth by reason of the coming here of the Northern Pacific Railroad. In 1873 the western terminus of that road was located at Tacoma. From that time Seattle had to fight for its very existence. This went on for a period of more than twelve years, but in 1883 with the advent of Henry Villard to the management of the Northern Pacific, and the other companies which he had assembled under one management, Seattle and King County enjoyed a very rapid growth. It was understood at that time that Villard would give to all of the cities of the Northwest equal opportunities and fair play. This created large activities in the sale of real estate. Fortunes were made in a few months, by quite a number of Seattle's leading operators, among whom was Mr. Yesler.

Several of them at that time decided to build elegant homes, on which they could expend a part of their newly acquired fortunes. The three most notable houses erected at this time were those put up by Mr. Yesler, Mr. Martin Van Buren Stacy, and Mr. James McNaught. Mr.

Yesler had in early years fenced the block now occupied by the new King County Court House, and there planted a large orchard, taking care of it for many years, but in 1883 he decided to erect his new home upon that site. By the time it was ready for occupancy he had expended somewhere from \$75,000 to \$100,000 and had secured for himself the most elegant mansion in all the Northwest.

Mr. and Mrs. Yesler soon moved into the building, but neither of them long survived. The last days of Mr. Yesler were not happy. Financial troubles came upon him, along with ill health and family troubles.

The first Mrs. Yesler died in 1887, and in 1890 Mr. Yesler astonished his friends by marrying Miss Minnie Gagle. The second wife was a young woman, and they did not live very happily together; and his last years were embittered by financial pressure, by ill health and by unpleasant marital relations with his second wife. There were no children.

Mr. Yesler died in December, 1892. After Mr. Yesler's death the creditors of the estate took over this property and organized a company which they called the Henry L. Yesler Estate, Inc.

About 1896 the old home having been vacant for a long time, was secured by Seattle for a Public Library which was maintained there, using at the same time the barn nearby for a reading room.

After the fire this property practically laid idle for a while, and finally some temporary structures were placed thereon, among them being the Coliseum Skating rink, afterwards used as the Orpheum Theatre and many small stores, and was acquired by the County Commissioners for approximately the sum of \$240,000.

The Court House block was a part of the original Yesler Donation Claim, and was cleared from the original forest. Yesler used it for a garden and orchard, and would go up there and spend hours of his spare time. He took a great deal of pleasure in superintending the cultivation, trimming and care of the trees, and had developed a really beautiful orchard years before he built his home.

Thirty or forty years ago the home owners were right down in the heart of the city and this old Yesler home was the most expensive and commodious house in the community, and in fact in the Northwest.

CLARENCE B. BAGLEY.

* * * * *

The Great Seattle Fire

(From Grant's History)

ON the sixth of June, 1889, at 2:30 in the afternoon, the fire began. The weather was bright and clear. The air was still and sultry during the morning. There had been no rain for several weeks, and everything was dry and ready to fall an easy prey to the flames.

The fire began on the north side of the main business part of the city, where, with the gentle north wind that sprung up as the afternoon advanced, it had the best possible chance to spread to the whole quarter. It started in a building on the southwest corner of Front and Madison Streets owned by Mrs. M. J. Pontius. In the basement of this frail wooden structure, was a paint shop kept by James McGough. Here a workman was boiling glue, which, suddenly rising, ran over on the stove and ignited, dripping fire down upon some shavings below. Thinking to quench the sudden flames, the workman cast at them a bucket of water but not skillfully, for by the act the whole lighted mass was scattered over the floor, which was soon covered with the flames. The oils and turpentine were kindled instantly and as the wind passed underneath the floors and timbers, the combustion was forced into the apertures, and carried through the passages to the apartments above. Flames and smoke poured from every window, forcing their way upward and seeking to find escape through the roof.

Engine Company No. 1 got to work expeditiously, laying two lines of hose from the hydrant at the corner of Front and Columbia Streets, and commenced playing on the burning cornices. The water failed. The slender streams made no impression. What seemed an affair of but a few moments now assumed a serious aspect and the gathering crowd realized that the block must go.

To the dismay of those who looked up at the Opera House, they saw a slender tongue of flame growing on the

mansard roof and at the cry, "The Opera House is on fire," all eyes were turned thither and the probability of a great conflagration was realized. The impossibility of saving the great building soon became evident. The Denny block was now burning furiously, the houses across the street also were now wrapped in flames.

By the magnitude of the fire the whole city was now aroused and it was seen that there was no control for the wild element. It would stop only at the great brick barriers. The whole city force was therefore called out with a view to saving property and preserving order. Josiah Collins, chief of the fire department, was absent from the city. With great promptness Mayor Robert Moran began organizing the crowds of men on the streets.

The fire presented a broad front extending from Second Street along Yesler Avenue to the docks on the west, and in its track before it were the sawdust flats and that populous but not very grand portion of the city built over the water, with such great structures as the coal bunkers, the steamship warehouses and the sawmills. Upon this prey it advanced without the slightest check. Many fine structures as the Arlington Hotel and the Squire Building, lay in its course.

A circumstance meriting double notice was the coming of the Tacoma fire company. At three o'clock telegrams were sent to Tacoma, Port Townsend and Portland for help. The firemen of Tacoma responded promptly, and about forty men with a hose cart and about eight hundred feet of hose were put aboard a special train, to which there was given a clear track, and covered the distance in fifty-eight minutes. As they dashed into town they were greeted with cheers. They got to work at once and were of the greatest assistance in checking the flames.

At sunset the fire was within bounds but was still

terrible. In the gathering darkness it resembled a volcanic crater. Far into the night it burned, casting such a glare upon the bay as to throw the shipping into distinct view. The coal bunkers, with about three hundred tons of coal, burned the longest. During the night a throng of people from the lodging houses passed up and down the streets, spending the night without sleep, while some sought shelter on the hill. As the night was warm, there was no suffering. Those who had friends or acquaintances were, of course, well provided for. Such was the beginning, progress and end of the fire.

Measures for relief were no less prompt. The generosity and sympathy of the neighboring cities, particularly of Tacoma, offered without ostentation and prompted by friendliness alone, will not be quickly forgotten. They secured a vacant lot on the corner of Third and University

Streets and there erected a tent thirty by twenty feet, furnished with tables and stored with provisions. Arrangements were made here on the most extensive scale, no less than to feed six thousand people a day so long as necessary.

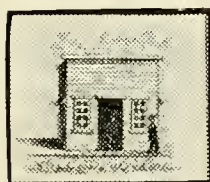
The ladies of the city responded nobly to the call of the Mayor, and on the seventh fed no less than six thousand people.

The Tacomans kept open their tent and speedily erected others for lodging accommodations. They stayed by Seattle, some days feeding fully three thousand persons. Twenty cooks and half as many dishwashers were required.

In the fire of June 6, 1889, the whole business area of 60 blocks was swept away in six hours. Loss, \$10,000,000, covered by insurance of \$5,000,000.

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Early Banking History



The first bank, that of Dexter Horton & Co. (then Horton & Phillips), was established in 1870, with a capital of \$50,000 and Horton put up the first stone building in which to house it.

For fully ten years the bank of Dexter Horton & Co. was the only banking institution in the city and fully met all the requirements of the community. As the city grew in population and commercial importance the need of more extended banking facilities became manifest and in obedience to this demand the First National Bank was incorporated in September, 1882, with a capital of \$150,000. This bank first did business in the basement of the old Post building and at the time of the fire occupied a fine room in the Yesler-Leary Building, on the corner of Front Street and Yesler Avenue. After the fire temporary quarters were occupied on Columbia Street between Second and Third, but for several months business was conducted in temporary quarters on Front Street. The bank soon moved to a building erected for it on the corner of Yesler and Pioneer Place.

In 1888 there were only six banks in the city with a capitalization of \$750,000. These were: The Puget Sound National, First National, Merchants National, Dexter Horton & Co., Guarantee Loan & Trust Company and the Washington National. During the next year the National Bank of Commerce, the Boston National, Commercial National, Washington Savings and the Bank of British Columbia were established.

* * * * *

BANKS THAT CAME AFTER.

Est.	Bank	Capital
1870	Dexter Horton	\$ 50,000
1883	Puget Sound National Bank	50,000
1883	Merchants' National Bank	100,000
1887	Guarantee Loan & Trust Co.	200,000
1888	Washington National Bank	100,000
1889	Boston National Bank	300,000
1889	Washington Savings Bank	50,000
1889	Bank of British Columbia, Branch of London, England	
1890	Commercial National Bank, reorganized 1891, formerly known as Bank of North Seattle, a state institution, moved to Burke Block	100,000

1889	National Bank of Commerce, state institution, reorganized 1890	300,000
1889	People's Savings Bank, organized largely by Fred Ward	100,000
1890	King County Bank	100,000
1890	L. H. Griffith Realty & Bonding Co.	300,000
1892	Scandinavian American. A. Chilberg, Pres.	75,000
1892	Scandinavian American Bank. A. Chilberg, Pres.; J. E. Chilberg, Vice Pres.	500,000
1902	American Savings Bank & Trust Co. James A. Murray, Pres.; John A. Campbell, Vice Pres.	600,000
1907	Bank for Savings. Daniel Kelleher, Pres.; R. S. Auzens-Turenne, Vice Pres.	400,000
1910	German-American Mercantile Bank. Ernest Carstens, Pres.; C. S. Harley, Vice Pres.	200,000
1906	Northern Bank & Trust Co. W. R. Phillips, Pres.; F. J. Martin, Vice Pres., with O. A. Kjos. Vice-Pres.	100,000
1909	Metropolitan Bank	100,000
1911	National City Bank	500,000
1905	State Bank of Seattle	100,000
1905	Oriental American	40,000
1907	Japanese Commercial	50,000
1903	Union Savings & Trust	600,000

* * * * *

Commercial interests began at Seattle, in the most natural manner, being but an outgrowth of the trading from the vessels that came to the place for piling and square timber.

As soon as the people then here were assured of a sale of timbers, they made ready cargoes, which the crafts took aboard, loading the longer and more unwieldy round timbers through the front hatches into the hold, and adding if obtainable, a deck load of square timbers. While thus taking on a cargo, the captain carried on a trade with the people on board the vessel. It was soon seen to be profitable to leave the remaining stock behind at the village, to be sold off on commission. To Mr. A. A. Denny, first fell the lot of taking such goods, and disposing of them. A store was therefore provided, at the northwest corner of Commercial and Washington Streets, being in a building one story high, and about twenty by thirty feet. Here, for a short time, Mr. Denny sold goods on commission, but soon associated with himself, Mr. Dexter Horton and Mr. Phillips. The stock kept on hand was of all sorts—provisions, hardware, cloths, cutlery and notions, but was not of large value. Soon after under-

taking this business, Mr. Denny and his partners were able to place themselves upon an independent basis, the former going to San Francisco to purchase his annual stock. At the time of the Indian war, Mr. Denny withdrew from the business, to enter the volunteer service. Horton & Phillips continued together a number of years, until the institution of the bank by Horton, and the death about the same time of Phillips. The business was then passed to Atkins & Shoudy, and subsequently to Crawford & Harrington, afterwards transformed to Harrington & Smith.

A second establishment was that of C. C. Terry, who effected a trade with Dr. Maynard, and obtained site at Seattle and afterwards purchased the west half of the Boren donation claim.

The first wholesale business was established in Seattle in 1867 under the name of Crawford & Harrington, later taking the name of Harrington & Smith.

In the spring of 1875, George W. Stetson and J. J. Post formed a partnership and opened a small sash and door factory at the foot of Yesler Avenue, renting power from Yesler's mill. This was the beginning of the great mill next succeeding, which has sent Seattle lumber all over the world.

* * * * *

Beginning of the Lake Washington Canal

The following letter is interesting in the light of recent developments in the case of the building of the canal from tide water to Lake Washington. James Scott was Secretary of the Territory from 1870 to 1872. James McNaught afterwards gained a national reputation as counsel for the Northern Pacific Railroad Company.

Seattle, W. T., Jan. 6th, 1871.

Dr. J. Scott, Sect.

Sir: I herewith send you articles of incorporation of "The Lake Washington Canal Company." Please file them in your office and send bill to me and oblige.

Your obt. servt., J. McNAUGHT.

* * * * *

While the above seems as though it might be the very inception of efforts to build the canal, mention should here be made of a still earlier effort. John Pike, for whom Pike Street in Seattle was named, was the architect and builder of the famous old Territorial University building which was used as the temporary home of the Seattle Public Library. He had a son Harvey Pike, who was both enterprising and energetic. About 1860 Harvey Pike began to dig a canal at the "Portage," to connect Lake Washington and Lake Union. For many years the evidence of this beginning could have been seen, but the work proved too great and was abandoned.

Within view of Seattle, 12 miles across the Sound, at Port Blakely is one of the largest lumber mills in the world. It gives employment to 450 men and indirectly to hundreds of others. This great plant was erected in 1888, at a cost exceeding \$300,000 by the late Captain William Renton, the blind millionaire, and Seattle pioneer, who came to Puget Sound in 1852. The area covered by the plant exceeds ten acres and fourteen ships can be loaded at once. There are five night watchmen and two on Sunday and holidays. The plant is illuminated by 450 incandescent electric lamps and ships can be loaded at night as well as by day. The offices of the mill are connected with Seattle by submarine telegraph cable crossing the Sound at Alki Point.

The Crescent Manufacturing Company was established in 1888 and was totally destroyed by the great fire one year later. Better buildings were erected and a plant of greater capacity sprang from the ashes of the old one.

Ballard, the greatest shingle mill town in the world, has a daily capacity of 6,020,000 shingles, or about half the entire output of King County. There are twenty mills in Ballard alone that manufacture nothing but shingles. Throughout King County are scattered scores of mills which are contributing millions of feet of lumber annually to the output of the state.

In 1871 Lake Washington Canal Association was formed but made no progress.

In 1880 Lake Washington Improvement Company did Denny; George Kinnear, Dr. H. B. Bagley, Thomas Burke, and E. M. Smithers. Work started 1885 on canal between Lakes Union and Washington.

In July, 1895, the Puget Sound Bridge & Dredging Company was given the contract for digging the water ways and filling in the adjacent land on the South Seattle tide flats by the Seattle and Lake Washington Water Way Company which was organized June 22, 1894; Elisha P. Ferry, President; Eugene Semple, Vice-President.

Re-organized in 1905; W. H. Parry, President; John H. McGraw, Vice-President.

In 1894 Congress had appropriated \$25,000 for the waterway between Salmon Bay and Lake Washington and the locks.

King County spent in all nearly \$250,000 in fulfilling the Government's requirements in regard to the right of way.

Edgar Ames, President of Seattle General Contracting Company, in 1905. This company is still doing the actual filling of the tide lands.

While Eugene Semple failed in his project to give Seattle the Southern Canal, he did a great work in filling in the tide lands. He created out of a valueless waste of water and mud property worth today at least one hundred million dollars.

Seattle's First Newspaper

Appeared December 10, 1863

On December 10, 1863, the first issue of the Seattle Gazette made its appearance. The printing press used was venerable with age, being a machine of wood, differing very little from the press used by Benjamin Franklin one hundred and fifty years ago, and known as a "Ram- age." This press was brought to the Pacific Coast it is supposed, early in the present century. The printing office was in the second story of a wooden building owned by H. L. Yesler that then occupied the present site of Schwabacher Brothers & Co.'s store. J. R. Watson was editor, proprietor and compositor. With the aid of some friend, or occasionally a young Indian for a roller boy, the paper was gotten out from week to week.

The first half year closed June 4th, 1864, and the paper then suspended until August 6, following when it appeared in an enlarged form. On March 3, 1866, the Seattle Gazette was suspended, having covered a period of two years and three months.

April 5, 1866, the Puget Sound Semi-Weekly succeeded it, with Hall & McNamara as publishers. A short experience proved that the time for a semi-weekly had not arrived, and on the 30th of the same month, the Puget Sound Weekly appeared. With the issue of March 18, 1867, the first volume ceased and with the beginning of the new volume I. M. Hall again took charge and the paper was christened the Puget Sound Weekly Gazette.

It may be properly remarked that until October, 1864, the paper and the village as well, had been without telegraphic communication.

The People's Telegram was begun at this time and continued a few issues, semi-weekly but soon disappeared from view.

In the early part of August, 1867 S. L. Maxwell arrived in Seattle. He was a first-class printer and a writer of considerable force. Messrs. Daniel and C. B. Bagley had at that time become owners of the printing office plant, and Mr. Maxwell arranged to take the office at \$300 and pay for it as he earned the money. On August 5th, 1867, he issued the first number of the Weekly Intelligencer, the progenitor of the Post-Intelligencer of today.

In 1874 Maxwell sold the Intelligencer to David Higgins for \$3,000. In 1878 Mr. Higgins sold to Thaddeus Hanford, who edited the paper for several years. In 1879 Mr. Hanford sold the paper to Thomas W. Prosch and Samuel L. Crawford.

In the spring of 1868, T. G. Murphy brought a small printing plant to Seattle from Sitka, Alaska, where he had been publishing for a short time the Alaska Times. He resumed the publication of his paper in Seattle, but continued it for only a few months, when McNamara & Larrabee purchased the paper. A short time thereafter the establishment was turned over to Wilson & Hall, who thereupon began the publication of the Territorial Dispatch and Alaska Times. In October, 1871, Colonel C. H.

Larrabee and Beriah Brown bought the paper and after continuing its publication for three months, on December 4, 1871, issued the first number of a new and independent paper which was named the Puget Sound Dispatch. In August, 1872, Larrabee retired, when Brown's son, Edward H., became associated with his father as proprietors and publishers under the firm name of Brown & Son. On the 19th of September, 1872, they issued the first number of the Puget Sound Daily Dispatch, the first daily published in Seattle. In 1871, Edward H. Brown retired from the paper, and for a short time Beriah Brown continued it alone. In April, 1875, Austin A. Bell purchased a half interest in the paper, and from that time until September, 1878, when the Dispatch was purchased by Thaddeus Hanford and merged into the Intelligencer it was published by Brown & Bell. It was afterwards edited for a time by Thomas B. Merry, a brilliant Oregon journalist.

In 1875 the Pacific Tribune, the first paper published in Tacoma, was moved to Seattle. It was started by Thomas W. Prosch. Its publication had been both daily and weekly for a number of years. It was Republican in politics and it was continued in Seattle three years when it was absorbed by the Intelligencer, at which time Mr. Hanford became for a time the publisher and proprietor of the only paper published in Seattle.

In the meantime B. L. Northrup started a monthly agricultural paper called the North Pacific Rural. This obtained some circulation in the county and formed the nucleus of a new daily which was issued with the title of Post in October, 1878, under the management of K. C. and Mark Ward. Several wealthy citizens subsequently obtained control of the Post through money advanced to pay the expenses of its publication. It proved a far from profitable venture, and in 1881 they merged it into the Intelligencer, at which time the present title of Post-Intelligencer was assumed. For a few days the Post-Intelligencer was the only newspaper in Seattle, a circumstance that now, considering the size and wealth of the city, and the number of its publications, seems quite remarkable. The Post-Intelligencer in 1891 was under the management of Thomas W. Prosch and under his control made rapid strides in popular favor and was soon recognized as the most influential journal in the territory.

In the summer of 1885 a number of the leading citizens subscribed a liberal sum of money to subsidize a paper to counteract or neutralize the influence of the Daily Call, an evening sheet, the organ of the more virulent of the anti-Chinese agitators. T. H. Dempsey, J. R. Andrews and one or two others undertook to publish a paper for the subsidy offered, and accordingly issued the Daily Times, also an evening paper, with the understanding that the subsidy was to be continued for six months. At the expiration of the allotted time Mr. Dempsey was left alone to continue the publication. In March, 1887, Col. George G. Lyon, one of the most forcible writers in the city, acquired an equal interest in the paper with Mr. Dempsey and took editorial management of it. Under

the control of these two men, the Times rapidly grew and was recognized among the papers in Washington.

The publication of two evening papers, both enterprising and well conducted journals like the Press and Times, in a field the size of Seattle made it impossible for either to become financially successful. After a fair test of the field the publishers with rare good judgment finally agreed to a consolidation, the Times being absorbed by the Press, the consolidated papers were issued under the

title of the Press-Times. This was effected in February, 1891. The Press-Times was an independent Republican journal, and ranked among the best evening papers on the Pacific Coast.

A chain of ownerships continued until Colonel Alden J. Blethen rehabilitated The Times, and it was continuously under his management until his death last year, and then under his sons, where it remains today—a great newspaper.

* * * * *

Chief Seattle

As Seen by Dr. H. A. Smith in 1887

Old Chief Seattle was the largest Indian I ever saw, and by far the noblest looking. He stood nearly six feet in his moccasins, was broad shouldered, deep chested and finely proportioned. His eyes were large, intelligent, expressive and friendly when in repose, and faithfully mirrored the varying moods of the great soul that looked through them. He was unusually solemn, silent and dignified, but on great occasions moved among assembled multitudes like a Titan among Lilliputians, and his lightest word was law.

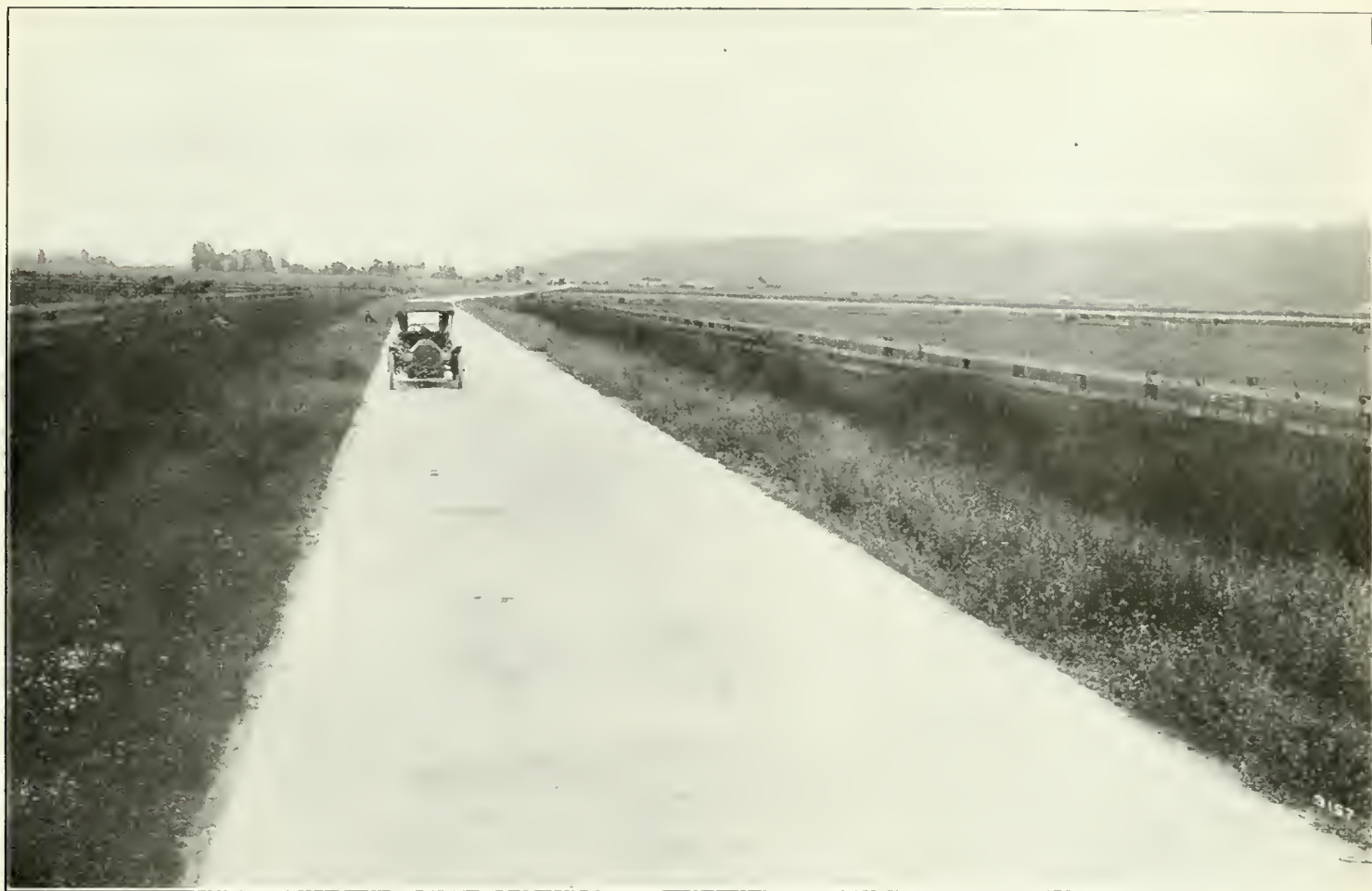
When rising to speak in council or to tender advice, all eyes were turned upon him, and deep-toned, sonorous and eloquent sentences rolled from his lips like the ceaseless thunders of cataracts flowing from exhaustless fountains, and his magnificent bearing was as noble as that of the most cultured military chieftain in command of the forces of a continent. Neither his eloquence, his dignity nor his grace was acquired. They were as native to his manhood as leaves and blossoms are to a flowering almond.

His influence was marvelous. He might have been an emperor but all his instincts were democratic, and he ruled his loyal subjects with kindness and paternal benignity.

The Puget Sound country, with its great inland sea, its brooks and rivers, its hills and mountains, its sunlimited forests, have been the home of the Chinook Indians for hundreds of years. As far back as the memory of white settlers run the Chinooks confined themselves mostly to the open water of the Sound being more of a fishing tribe than hunters. It was a rare thing for any of their number to venture up the Snohomish or Skagit rivers. In the early days of Seattle old Chief Seattle ruled the destiny of the tribe. In later years the descendants of his followers have become divided and separated until they are but wandering tribes, eking out a livelihood by fishing, hunting and berry picking. Most of the Indians throughout the state are on Indian reservations, where good schools and churches are located among them. Some have become farmers and stock raisers, others build and own sea-going schooners and go to the sea fishing, sealing and whaling. Some of the reservations comprise a large amount of the richest land in the state.



What is true of the public buildings of Seattle and King County is true also of the homes in the city and county. King County contains probable more beautiful home sites than any city in the nation, both within and without the city.



SECTION OF PACIFIC HIGHWAY NEAR KENT

Dairying in King County

It is hard to conceive a section of the universe in which nature has more bountifully provided for the dairyman than King County, Washington, where logged-off lands can be purchased at low cost, where the grass is green twelve months of the year, and where a great city consumes thousands of pounds of milk and butter daily, and great condensers prepare the product of the dairy for consumption in the lumber and mining camps of Washington, Alaska, and British Columbia. The finest hay and grains are raised here and a comparatively small acreage will support a good-sized herd of cows. For a market the dairyman has three sources—he may sell his milk in Seattle, a city that consumes 30,000 gallons daily; he may sell to any one of the ten large creameries of the county, or to one of the two great milk condenseries, which consume more milk each day than is sold in the city. These markets for dairy products now support between 1,500 and 2,000 dairy farms and the demand for milk is constantly growing. As an agreeable mode of living, dairy farming in King County has many advantages over any other form of rural industry in the West. The county is well covered by good roads and is crossed by numerous steam and electric railroads, which bring every section of it in close touch with the City of Seattle. Telephone lines reach most of the farming districts. Taxes are moderate and shipping facilities the best.

Dairying is one of the principal resources about which many of the leading towns of King County have been built. In the fertile White River Valley, Kent and Auburn are each the location of a large condenser, while O'Brien, Thomas, Christopher and Orillia, near-by places, are the scene of much trade in dairy products. Enumclaw and Issaquah, two towns whose lumbering and coal mining brought them to the front, support good-sized creameries and are the centers of well developed sections where logged-off lands have been cultivated. North Bend, Fall City, Bothell, Redmond, Renton, Kirkland, Maple Valley and Tukwila are all growing towns where opportunities are excellent for the new dairy farmer.

King County is naturally a dairying county. Its broad, rich acres afford splendid opportunities for pasturage; the available markets offer profits to those engaged in the industry and the close interest that is taken by Seattle and the milk consuming creameries and condensed milk plants ensure scientific handling of the supply.

Seattle took the first steps to insist upon a pure milk supply and a rigid enforcement of Sanitary Laws has compelled the dairy interests to take every precaution to keep the supply free from impurities.

The condensed milk factories at Auburn and Kent, the latter controlled by the manufacturers of the Gail Borden brand and the former by the Pacific Coast Condensed

Municipal regulation provides authority to a deputy in the Board of Health to examine the milk of each dairy Milk Co., take most of the milk produced in the county, at any time he deems advisable. Board of Health requirements when fulfilled guarantee absolute purity and the board enforces its mandates to the letter.

* * * * *

Up to 1885, although Seattle was not a large city, the milk demand was greater than the supply, because the farmers had not turned their attention to raising and

keeping milk cows. At that time what milk was sold in the city was brought in by local milk dealers. In 1890 the first separator was brought to Seattle by one of our prominent dairy companies. At that time it was the only one in the state, and hundreds of cattle and dairy men came to the city to see it work. It was not long before many more were introduced, and now they can be found all through the western part of the state. Fully one-half of the butter consumed now in the state is home product, while prior to 1890, 99 per cent was shipped in from California and the East.

* * * * *

King County Excels for Fruit and Berries

King County is the land of the small farmer and fruit grower. It has the advantages of a fertile soil, an excellent climate and good home and foreign markets. The county is well watered and has the best transportation facilities. It matters not what section of King County is selected for a home, the truck farmer, fruit grower and specialist in modern agriculture finds an ideal spot for building his family castle and accumulating an independent bank account. The valley lands are rich in stored plant foods and the uplands present desirable places for every branch of intensified agriculture.

Many rich districts in the borders of King County remain in an undeveloped condition and offer splendid sites for homebuilders. That condition exists because of the fact that other occupations have attracted the attention of the people. In the early days the first settlers built homes on the streams in the valley. They did not consider the uplands worth clearing of stumps and logs left as the relic of the timber gatherers. Only small tracts were put under cultivation for the reason that men engaged in fishing, lumbering and other branches of natural commerce peculiar to a new country.

Agriculture has passed through various stages of development in the different sections of King County. Years ago the pioneers of the White River Valley planted their farms to hops. Then they harvested big crops and disposed of the product at fabulous prices. But the hop growing acreage of the county increased, the various pests entered the fields and prices dropped to a standard that did not give returns sufficient to justify a continuation of the industry. One by one the hop fields were abandoned and the vines dug out to give room for new crops of potatoes. Then the White River potato became famous on the markets. Fruit growing gives good results in every section of King County. It is the natural land of the cherry that produces wonderful crops every year. Many choice varieties of marketable apples are grown in the orchards of valley and upland. The climate is so mild and uniform that no fruits are killed by frost or cold weather. The wood makes a rapid growth and trees come into bearing at an early age. Some of the best varieties of pears are produced in the orchards of King County.

The berry industry is one of the most valuable money producers of King County. Raspberries, blackberries and strawberries grow to perfection on all classes of soil.

Vashon Island is one of the richest spots of the county in which the strawberry attains perfection. Strawberry farmers require only small tracts of land but reap large profits on their investments.

King County presents the ideal land for floral success. It is the evergreen spot of where the flowers bloom out of doors every week in the year. The greenhouse industry is a profitable business in King County. It may be established in the valley or on logged off lands of the forest. Wherever proper attention is given the work greenhouses pay handsome profits. Vashon island presents an object lesson in building and operating greenhouses. A few years ago that fertile spot was a part of the great Puget Sound forest. The logs were cut away and sent to the mills of commerce and the stumps taken from the ground. Then began an era of development. Vashon now has sixty-seven commercial greenhouses and room for many more of the same nature.

Poultry raising reaches its highest point of perfection in King County. It combines with the small fruit industry and enables the farmer to get profits from both sources at the same time.

Many special branches of horticulture have been tested and shown to be profitable in King County. Owners of small tracts have discovered that there is good profit in growing horseradish for the general market.

That root attains perfection in the valley lands of this county. It is in demand at the pickle factories and on the public market of Seattle. It requires but little attention other than good cultivation, but yields sufficient to pay the gardeners \$400 to \$600 an acre.

King County offers ideal sites for seed farms of the highest type. The soil and climate conditions are such as to insure the best cabbage and cauliflower seeds. That fact has been discovered by eastern dealers who purchase 100,000 pounds of cabbage seed annually from growers in the Puget Sound country. Garden peas and sweet peas grow in abundance and of choice varieties, in the fields of King County. The world is open as a market for these crops. There are large and small tracts of land that can be purchased, on reasonable terms, in the most fertile spots in King County. In fact the county calls loudly for men and women who will go upon the land and reap the bounties.



THE FRANKLIN BRIDGE CROSSING THE GREEN RIVER—HIGHEST BRIDGE IN KING COUNTY AS WELL AS THE MOST SCENIC. BUILT BY CHARLES G. HUBER

King County

THIS is the leading county of the state in point of population, commerce and finance. It has a strategic advantage of location, being central in Western Washington, with over a 40-mile mainland frontage on Puget Sound. Its total area is 2,111 square miles with a widely varied contour.

King County is 58 miles in length, east and west and 42 miles in width, covering an area of 2,145 square miles. The eastern and the western boundaries are irregular, the one following the summit of the Cascade Mountains, the other the shore line of Puget Sound. From the eastern line, the county is very mountainous until a point about 20 miles from the divide is reached, whence the foothills disappear and low fertile hills and wide valleys appear,

and the rushing torrents of melted ice and snow broaden out into quiet rivers. From this point to the shores of the Sound, the land is as fertile as any to be found in the world, and many thousands of acres are under cultivation.

Topography: Beginning at sea level on the west, many fertile valleys, the largest of which trend north and south, alternate with wide plateaus of varying altitude until they are finally enveloped in the foothills of the Cascade mountains, whose tree-clad ridges, with a maximum elevation of 7,000 feet, form a zig-zag terminal line at the eastern boundary of the county and separate it from Kittitas and Chelan counties. The most important valley is the continuous one formed by the White and Duwamish Rivers and used as the main portion of the thoroughfare

between Seattle and Tacoma. Tributary to this, but trending generally east and west, are the valleys of the Black, Cedar and Green Rivers. Another considerable area is formed by the Snoqualmie and its tributaries behind the second chain of hills trending toward the north. There are also a number of lakes with wide areas of tributary agricultural land. The most important is Lake Washington, from one to three miles wide and nineteen miles long, parallel to and a few miles back from the Sound, the country to the west forming the site of the City of Seattle. This lake is now connected with the Sound by a government canal which utilizes Lake Union, in the heart of the city, as a part of its course. Lying behind it is Lake Sammamish, about eight miles long, and connected with the lower lake by a series of sluggish sloughs.

Population: The census of 1910 gives the county 284,638; that of 1900, 110,053; showing an increase for the decade of 158.6 per cent. The United States Census Bureau estimate July 1, 1915, was 376,717. Local conservative estimators now claim nearly 500,000. Outfitting for Alaska, wintering here of large fishing and mining concerns of the North, together with much tourist travel, have contributed also to a large floating population.

Land: The whole region was once dense forest and

much of it is still covered with valuable timber, while another large portion is in the logged-off state. The most important timbered portion is the mountainous region in the eastern part included in the Rainier and Snoqualmie forest reserves.

There is no so-called prairie land in the county, but thousands of acres lie as level as could be desired, especially in the valleys already noted, and on a few elevated mountain plateaus there are many fertile slopes suitable for fruit, pasture and stock raising.

Fifty per cent of the county would be suitable for agriculture and much of the remainder splendid for grazing.

The approximate land area of the county is 1,351,040 acres. Forest reserves take 463,120 acres, state lands include 64,523 acres, while 75,752 are unappropriated and unreserved federal lands. The last census shows 3,287 farms, containing 148,417 acres, or 11 per cent of the county. Only 54,923 acres, or 37 per cent of this were improved. According to estimates by the county assessor, there are at present 67,000 acres improved valley lands and 225,000 acres unimproved valley lands besides 161,280 acres of mountainous and unsurveyed lands.

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Organization of King County

On December 15, 1852 Col. I. N. Ebey gave notice that he would soon introduce bills for the creation of four counties out of what was then Thurston County. This he did and there could not have been any opposition for on the 21st, King County had been set off, and on the 22nd Pierce, Jefferson and Island followed. Col. Ebey had the honor of naming one of the best counties on Puget Sound. The laws effecting this readjustment of the map were approved by Gov. John P. Haines.

So on December 21st, 1852, King County was cut off from the Northern part of Thurston County with the following boundaries: commencing at the northeast corner of Pierce County thence north along the summit of the Cascade Mountains to a parallel of latitude passing through the middle of Pilot Cove; thence from the point last aforesaid west along said parallel of latitude to the Pacific Ocean; thence south along the Coast to a point due west of the head of Case's Inlet; thence from the point last aforesaid east to the head of Case's Inlet; thence east along the northern boundary line of Pierce County

to the place of beginning. An election precinct was established temporarily at the home of D. L. Maynard.

January 6, 1853, the county seat was also located on the land claim of Maynard, and Arthur A. Denny, John N. Lowe, and Luther M. Collins were appointed a board of commissioners and C. D. Boren, sheriff, and H. L. Yesler probate clerk. It was named in honor of William R. King of Aalabama.

William R. King was born in Sampson County, North Carolina, April 6, 1786; was the son of William King and descended from revolutionary ancestors. He was selected president pro tem. of the Senate May 6, 1850, and on the death of President Zachary Taylor and Millard Fillmore becoming president, he became the acting vice-president and served to December 20, 1852. He was elected vice-president that year on the ticket with Franklin Pierce but did not live to enter the duties of that office. He went to Cuba for the benefit of his health but receiving none he returned to Capaba, Dallas County, Aalabama, where he died April 18, 1853.

M. L. HAMILTON

County Commissioner for South District

Marcus DeLafayette Hamilton, the present chairman of the Board of County Commissioners, was born in Blackstone, Livingston County, Illinois, in 1862, and came to Seattle in 1886, engaging in railway construction work.

At the time of discovery of gold in Alaska, he was one of the first to cast his lot with the pioneers of that country and spent several years at Dawson and vicinity. Returning to Seattle, he engaged in business, organizing the Georgetown Water Company, and has been identified with the improvement and upbuilding of the city and King County from that day to this. He was never a candidate for public office until the fall of 1910, when he was elected county commissioner for the short term for the Second district, comprising the southern portion of the City of Seattle and the County of King, including Vashon Island. His experience in railroad and street construction work stood him in good stead in rebuilding and maintaining the roads of his district, and more has been accomplished in that direction during the short period of his incumbency as county commissioner than during the preceding twenty years. Over fifty miles of hard surface roads have been completed and nearly all the dirt roads have been reconstructed, graveled and widened, their total distance being approximately 1,400 miles. His ability along this line was soon recognized by the residents of his district and he was reelected in the fall of 1912 by a largely increased majority for the long term, and when he retires from office next January, the highways of the southern portion of King County will be the wonder and pride of the whole state. He will have supervised the expenditure of over \$4,350,000 on public highways, streets and bridges in the south district alone during his six-year term as county commissioner.

Aside from Mr. Hamilton's active personal superintendence of road construction, he has the following constructive, progressive legislation to his credit as a member of the Board of County Commissioners during the period from January, 1911, to date:

He introduced and voted for a resolution submitting to the people a \$3,000,000 bond issue for the purpose of constructing highways, roads, streets, avenues and bridges, which bonds were duly voted in November, 1912. It was he in conjunction with County Engineer J. R. Morrison and County Commissioner A. L. Rutherford that defined the exact location where this large sum should be expended. He insisted on the abandonment of the old Potter's Field for the burial of pauper dead at Georgetown, and voted for the erection of a modern crematory to take its place. The result is an up-to-date plant on the Poor Farm grounds for the disposition of pauper remains, which is also largely used by the general public for a stipulated fee, one-fifth of what is usually charged at private crematories.

In July, 1911, he voted for a resolution submitting to a vote of the people, a bond issue of \$1,500,000 for the purpose of constructing a new court house. This was defeated at the polls at the fall election, and a year later he introduced another resolution for the same purpose, except that the amount was reduced to \$950,000. This bond issue was carried, but its validity was attacked before the bonds could be sold, and in May, 1913, two judges of the King County Superior Court held the issue illegal on technicalities. This decision was generally accepted by the public and by one member of the board as final, but not by Hamilton. He insisted that the case be appealed to the Supreme Court, which was done on his motion, and the decision of the lower court was reversed, the bonds were sold, and the new court house about to be occupied is the result.

In the negotiations with the Board of County Commissioners of Pierce County in the matter of the joint improvement of the Stuck and Puyallup Rivers, it was Mr. Hamilton's persistence that enabled the two counties to enter into a joint agreement on a basis of payment by Pierce County of 40 per cent and King County of 60 per cent, rather than a payment by King County of 75 per cent as was demanded by Pierce County, and acquiesced in by certain other members of the King County Board. A saving of over \$200,000 was thus effected.

In the purchase of the Duwamish Dock site, funds for which were provided before Mr. Hamilton took office, he



effected a saving of over \$45,000 by making his own deal with the owners of the property, rather than accepting the appraisal of three expert real estate appraisers appointed for the purpose by both parties in interest.

Through his efforts, fifty acres of the Poor Farm at Georgetown has been platted into industrial sites to be leased to new industries desiring locations in Seattle, at nominal rentals. This property has both water and rail facilities and is very desirable as factory sites, and already four different industries have been located and added to the city's pay roll.

He was active in the construction of the new Juvenile Detention Home, the finest structure of its kind in the West. Also in rebuilding the Alms House at Georgetown, and the Stockade at Bothell for county prisoners, and in the construction of a new ferry to connect Vashon Island with the mainland.

These are a few of the big things that have come before the board for solution, and gives some idea of Mr. Hamilton's activities and his liberal and progressive scope of vision looking to the future growth and expansion of the county.

Mr. Hamilton is a man of tireless energy, boundless activity, is absolutely fearless, an enthusiast and an optimist, and he has a way of infusing the same spirit in those around him. No pull is strong enough to keep a man on a pay roll controlled by him who does not show some of the same characteristics to get results. He never temporizes or side-steps, is quick to make up his mind and reach conclusions, is very outspoken, making bitter enemies and warm friends. He is married and lives in Georgetown, having a summer home at Des Moines.

M. J. CARRIGAN
County Commissioner for Central District



M. J. Carrigan, county commissioner from the First District, King County, hails originally from Chillicothe, Ohio, where before coming to Washington he was one of the editors and owners of the largest and most influential Republican newspapers in Southern Ohio—the Chillicothe Leader.

He has been a resident of Washington for twenty-five years, and has resided in Seattle for the past fourteen years. He is married, having three children, and his home is at 1723 Harvard Avenue. He is a large property owner and taxpayer, and politically a life-long Republican.

Mr. Carrigan's career in this state has been one of great activity, both in private and public life. Directly after coming to Washington, he became heavily interested in Clallam County timber lands and in the development of Port Angeles. He was elected mayor of that city in 1896, and was U. S. Collector of Customs of that port from 1897 to 1901, when he resigned from that position to move to Seattle.

He has been an active, steadfast and helpful friend of the Good Roads movement from its inception in this state, and has had much to do with shaping the excellent road laws now on our statute books.

He served as county commissioner for King County during the years 1909-1910, and later became a member of the State Board of Tax Commissioners, State Board of Land Commissioners, State Board of Equalization and State Capitol Commission.

Mr. Carrigan was again elected to the Board of County Commissioners of this county in 1914, for the two-year term. He served as chairman of the board, and as chairman of the Board of Equalization during 1915. He devotes all of his time to the multitudinous duties of the office, and gives to the people of the county the full benefit of his wide experience in administering public affairs.

The past year has been one of notable activity in the office of the county commissioners. An unprecedented amount of road, bridge and river improvement work has been accomplished, totaling \$1,200,000.

The splendid new Court House at the corner of Third and James Street has been brought to a state of practical completion within the bond issue of \$1,300,000 voted therefor. A twenty-year lease has been negotiated with the city for the use of a portion of this spacious building at an annual rental of \$37,000.

A fine new Juvenile Detention Home has been erected, equipped and put in operation at a cost of \$52,000.

Two hundred voting machines of the latest model have been purchased under a plan permitting of their being paid for out of the savings effected by their use, as against the cumbersome, old style paper ballot system.

A new Stockade has been built at Bothell, to accommodate seventy-five prisoners, who are working on the county roads.

Important improvements have been made at the County Hospital; a Department of Public Welfare has been established and is being efficiently administered, and \$2,200,000 has been distributed in the current business of the county.

SEATTLE'S RECREATION SYSTEM

Seattle is the foremost city west of Chicago in the provision of public recreation places. All parks, playgrounds, boulevards and public squares are under the jurisdiction of the park commission, which during the last ten years has developed a comprehensive plan, involving the expenditure of approximately \$6,000,000 of public funds, of which \$4,000,000 was authorized in bonds voted by the people.

The net result of this investment has been to provide Seattle with an extensive recreation system, embracing approximately 2,000 acres in area and including practically every feature of a modern recreation system, municipal bathing beaches, bath houses, public golf course, social centers, equipped and supervised playgrounds and the usual parks and boulevards.

The small park idea has been carried out by the location of community parks in every district of the city with several large parks for general use. There are thirty-eight parks in the city, of which more or less are improved and of service to the community. Seattle has twenty-five playgrounds, not including children's playgrounds in parks. Twenty of these playgrounds are improved and in use, and twelve of them have modern outdoor gymnasium apparatus and equipment and are provided with trained supervisors during the sum-

mer months. Four of these playgrounds are provided with social center buildings of field house, which operate the year around, and are provided with reading rooms, club rooms, public gymnasiums, baths, assembly halls for social functions, etc. Seattle ranks third of the cities of the United States, regardless of size in the provision of playground facilities.

Seattle boulevards are novel in that they are constructed largely through wooded areas, serpentine in fashion, connecting many of the parks and practically belting the city. The boulevards follow along the shores of lakes along high ridges, overlooking the lakes and salt waters of Puget Sound with panoramic views of mountains, lakes or beautiful landscape always in view. These scenic driveways, thirty miles in length, are the crowning feature from the tourist's viewpoint of Seattle's remarkable recreation system.

Fresh water bathing stations on Green Lake, Lake Union and Lake Washington and a salt water bathing beach half a mile in length and a modern bath house at Alki Beach afford delightful facilities for bathers.

At Jefferson Park on Beacon Hill an eighteen-hole municipal golf course is maintained, which, on account of its scenic surroundings, is regarded by visiting golfers as the most beautiful golfing site in the United States.

KRIST KNUDSEN

County Commissioner for North District

Krist Knudsen, the present member of the Board of County Commissioners from the North District of the county, was born in Norway April 26, 1860. At the age of twenty years he came to America, and after sojourning in the states of Connecticut, New York, Illinois, Kansas and Colorado, he came to the state of Washington, arriving in Seattle, April 20, 1887. In May of the same year he was married and shortly after took up a homestead at Juanita, then a wilderness at the north end of Lake Washington, but now almost a suburb of the City of Seattle.

In the fall of 1892 he was elected road supervisor for King County in the district in which he lived, and for nine years thereafter was reelected each year. Through legislation the office of road supervisor then became one of appointment by the Board of County Commissioners, and he was appointed and reappointed for nine successive years, by the different Board of County Commissioners, serving in their turn.

In the year of 1912, he decided to become a candidate for county commissioner from the North District, and was successful, being elected for a term of two years. At the close of this term he became a candidate for reelection, and in November, 1914, was reelected to serve four years.

Mr. Knudsen's record as commissioner during his three years' service has been along progressive lines, working in harmony with Chairman M. L. Hamilton and Commissioner M. J. Carrigan on all measures of county legislation required to keep pace with the rapid development that has taken place in recent years. His familiarity with the roads and bridges of his district gained from his long service as road supervisor has enabled him to render very efficient service in that line of his duty as commissioner. He superintends the expenditure of approximately \$600,000 each year on the various highways and bridges within his commissioner's district. His term will expire in January, 1919.

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Krist Knudsen is a living example of what a man may accomplish in this land of the New West. Coming to America as an unlettered, but not an ignorant foreigner, he has steadily climbed the ladder until he has attained a place in the community of which he may be justly proud. Great credit is due Knudsen for his tenacity and honesty of purpose.



THE LEGAL PART OF THE COURT HOUSE BOND ISSUE

By ROBERT H. EVANS, Deputy Prosecuting Attorney

In November, 1912, the Board of County Commissioners submitted a bond issue of \$950,000 for the erection of the new Court House on Block 33, C. D. Boren's Addition to the City of Seattle, at the intersection of James Street and Third Avenue.

This bond issue carried by a heavy vote over the necessary three-fifths. Subsequently the county commissioners offered the bonds for sale and they were readily purchased. Prior to delivery, however, an injunction proceeding was brought restraining the commissioners from proceeding with the sale of the bonds or with the letting of any contracts in connection with the proposed construction.

On June 6, 1913, Judges Everett Smith and R. B. Albertson of the Superior Court of King County granted an injunction permanently enjoining the county commissioners from proceeding with the delivery of the bonds or the construction of the Court House on the theory that the people had been misled as to the character of the building which could be constructed with the funds available. This case was carried to the Supreme Court of the state by the prosecuting attorney's office, the case being argued and presented by Robert H. Evans for the board. A decision was rendered December 6, 1913, reversing the opinion of the trial court holding that the proceedings leading to the bond sale were in strict compliance

with the statutory requirements and that the commissioners had in all respects complied with the law in conducting their proceedings.

Subsequently the bonds were resold and a contract was entered into with the Puget Sound Bridge & Dredging Company for the construction of a court house to cost approximately the amount of the bond issue. The contract contained a clause securing to King County the option of requiring the contractor to erect two additional stories to the building in the event the commissioners saw fit to go ahead with the additional construction.

In 1913, the Legislature passed an act authorizing cities of the first class and counties to jointly construct and own public buildings. At the state election in 1914, the commissioners submitted a further bond issue of \$350,000 for the purpose of securing funds to construct two additional stories upon the building as originally planned. The bonds were sold and the construction was carried out under the contract with the Puget Sound Bridge & Dredging Company.

The city then entered into a contract of lease for the joint use of the building, separate offices being assigned to the various departments of the city. This lease runs for twenty years from the completion of the building and is considered highly advantageous to both city and county and city affairs under one roof will save much in the way of rentals.



NORMAN M. WARDALL

Deputy County Auditor and Clerk Board of Commissioners.

Norman M. Wardall was first appointed deputy county auditor and clerk of the Board of County Commissioners in January, 1909, by County Auditor Otto A. Case, and has served continuously ever since, having been reappointed by County Auditor Byron Phelps in 1913.

All the details of the commissioners' office falls on his shoulders, one of the principal items being that of the large number of bonds voted by the people of King County during the past six years, amounting to over \$6,000,000. Every dollar of this vast sum must depend on the correctness of his records for its validity. The preparation and sale of the bonds themselves are details that require the most accurate and efficient service and knowledge, for no set of men in the world are so exacting, so critical and gun-shy as are bond buyers. Not only must the pedigree of the bond be perfect and without a flaw or blemish, but the appearance and neatness of execution in lithographing it, must meet their discriminating fancy.

When the validity of the bonds voted for the erection of the new Court House was questioned and taken into court by the advocates of a Civic Center, it was largely due to Mr. Wardall's records and testimony that they were finally declared legal by the Supreme Court, and made possible the construction of the new county building.

The drawing of all contracts for the construction of county buildings, roads and bridges running into many millions of dollars, are matters that come under his supervision and require his signature.

The compiling of the County Budget, calling for some \$2,500,000 each year and the adjustment of the annual tax levy to raise that sum, are matters that demand painstaking work and intimate knowledge of county affairs.

The vouchers on which this money is expended all pass through his hands and are shown on his office records, many of which must have his approval before being allowed and paid.

It is he who meets the general public, and the calls for information on every conceivable subject relating to the county average over fifty per day, most of which he is able to answer on the spot without reference to files or records.

By reason of his long service in his present position, Mr. Wardall is considered by many as the best informed man in the city on county affairs.

He was born in Mitchell County, Iowa, in 1870, and came to Seattle from South Dakota in 1906. He lives in West Seattle, is married and has one daughter, who is attending the University of Washington.

DESCRIPTION OF THE COURT HOUSE

The building in design is commercial rather than monumental; classical forms and ornaments are introduced and a pleasing result is obtained, in a manner characterizing the best commercial work of the leading buildings of the country.

The utilitarian purposes of the building are given the major consideration, and therefore large window openings versus massive wall construction is the keynote of the structure, and yet, the design is so well balanced as to possess dignity and good proportions.

While the structure is of the sky-scraper type, and strictly fireproof throughout, it cannot be called a stilted or unstable looking structure, but with its granite base, and columnar lower stories, it impresses the beholder as a public building.

The upper stories, the topmost one being typical of additional stories, are faced with glazed terra cotta in imitation of the granite, and though a reasonably good match is obtained, it is to be regretted that the design could not be carried out in granite for the full height, giving the added dignity and durability of that superior material. The building, as now constructed, is provided with foundations to carry seven more stories, and with additional five stories, when completed, will make a handsome and pleasing structure.

The interior arrangement provides for the various departments of the city and county, along the practical lines of large business corporations. City and county treasurers are located on the ground floor, and fitted up after the manner of large counting houses to expedite the public business.

Throughout the plan is that of a first-class business structure with partitions so arranged as to be flexible, allowing of easy removal when larger areas are desired, or subdivisions can be made to accommodate most any demand.

The interior is simple and practical throughout. The walls of court rooms require some mural decorations, which it is to be hoped will be applied in the future, such as would be in keeping with the marble wainscotted corridors, and the general dignity of the structure.

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In this building, it can truly be said that the taxpayers receive more for their money than any other public building of equal cost, throughout the country. It was constructed at a time when building materials were at their lowest cost, and labor was plenty. This coupled with the design conceived on lines of economy and practicability, have made possible this achievement.

Proceedings of the Early Day Commissioners

The writer has little or no imagination; he can write little else than an epitome of that which comes within his actual range of vision. Of romance he knows nothing; of ancient history little, so he may not take up the excerpts copied from the musty County records and weave about them the romance that justly is their due.

Think of the possible thrillers; of the exciting periods; of the items of intense interest even to us of the present day, were one able to dream back into the recent Past.

Think of Port Orchard, then within the bounds of King County, sending men in a crude canoe to Seattle for rifles to defend its citizens against the ravages of the red man! White men, who are indigents are sold into slavery for their upkeep to the one who would agree to feed them for the least money!

From the organization of the Board of County Commissioners down to 1880, a period of nearly 30 years, was probably the most interesting in King County's history.

If you do not care for the romance of your own county, do not read the "minutes of the boards" which follow:

"Be it remembered that on this 5th day of March, A. D. 1853, the County Commissioners' Court of King County was convened at the house of D. S. Maynard in the town of Seattle and duly organized in accordance with the act of the Legislature Assembly of Oregon Territory."

"Present, L. M. Collins and A. A. Denny, Commissioners, and H. L. Yesler, Clerk."

"The following business was transacted: Ordered that the following named persons be summoned to serve as grand jurors, to-wit: George Holt, Jacob Mapel, Samuel Mapel, Henry Pierce, Henry Smith, David A. Clark and James Wilson. And as petit jurors, David Denny, Wm. Bell, John Sampson, John Mass, Wm. Carr, David Maurer, John Strole and Henry Van Asselt."

"Ordered that the Court adjourn to meet on the first Monday in April.

"Signed, A. A. Denny, L. M. Collins, Commissioners."

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April 4, 1853. Wm. Bell was appointed supervisor of Road District No. 1. George Holt, supervisor of Road District No. 2.

Ordered that all of King County lying north of the Duwamish River be included in District No. 1 and all lying south of the same be included in District No. 2.

L. M. Collins was the first to secure a license for a ferry on the Duwamish River, paying the sum of 2.00 as the first year's tax and by giving a bond in the sum of \$100.00.

The meeting of July 4th, 1853, was adjourned to

July 5. L. V. Wychoff appointed assessor for King County. J. N. Ayers appointed treasurer.

Jacob Mapel and E. C. Terry appointed Justices and Henry Smith, Constable.

September 5, 1853. Ordered that a tax levy of four mills on the dollar be levied for County revenues.

July 5th, 1854. D. L. Maynard was appointed superintendent of schools in King County.

December 4, 1854. Court ordered H. Butler paid \$25 for boarding Indian prisoners.

C. D. Boren paid \$75 for keeping Indian prisoners and acting as Sheriff.

January 15, 1855. Ordered that John Henning, Wm. Gilliam and C. E. Brownell be appointed viewers of a road to be laid out running from claim of John M. Thomas to Joseph Foster, thence down the Duwamish River on the south side to cross near the east side of the claim of Henry Van Asselt.

March 5, 1855. Dr. J. Williams paid for services to Mr. Nurve, a pauper.

The election for the town of Seattle was held in the office of D. L. Maynard, July, 1855.

June, 1855. David Maurer appointed Road Supervisor for District No. 1. John Henning appointed supervisor for Road District No. 2, Henry Fee for Road District No. 3, Moses Kirkland for Road District No. 4, Edward Carr for Road District No. 5, Wm. C. Webster for Road District No. 6.

Roads from Seattle to Ross and Strickless Mill and also from Henry Van Asselt claim, east line to intersect the Territorial road at the claim of John M. Thomas approved and lawfully opened as county road.

Ordered that the Road Supervisor be required to enter bond with the County Commissioners with securities, the sum of \$250.

March, 1856. Eleven muskets ordered sent to Port Orchard for the use of the citizens.

Owing to the Indian War road matters were stopped in the County.

New election precinct was established at the home of Renton O. Howard at Port Orchard and the precinct at Alki be annulled.

The Treasurer's report was found correct and a balance of \$183.42 still found in the treasury of the schools.

June 3, 1856. Ordered that Edward Moore, the pauper now in Seattle, be sold at public auction to the lowest bidder for his maintenance to be paid out of the County Treasury, said bid to be left with the commissioners to E. A. Clark, Clerk.

September 1, 1856. Ordered that a tax of two mills be levied for school, four mills county tax, one mill terri-

torial tax. Sheriff elected in and for King County until the next regular election.

December 1, 1856. Thomas Mercer appointed Chairman of Board of County Commissioners.

January 8, 1857. Ordered that the following officers be elected at the July election: One delegate to Congress, one joint councilman, with Slaughter County; two representatives, one Probate Judge, one assessor, one Coroner, one Wreckmaster, two Justices of the Peace, one Constable, one Superintendent of County Schools.

Ordered a tax of three mills on County, two school and one territorial tax be levied, also twenty-five dollars road tax on each one hundred dollars, and nine dollars on each person liable to pay road tax, also one mill of county tax to be paid in cash for court funds.

Ordered that County Script be received by Supervisor and Treasurer in payment for road tax at par for the year 1858.

Dec. 6, 1858. Petition of C. C. Lewis and B. S. Johns asking for a license to run a ferry on the Duwamish River was granted for the term of one year for the sum of \$1.30, and the rates shall be as follows:

Man and horse 50c, footman, 25c, loose cattle, except hogs and sheep, 15c, hogs and sheep 10c, wagon and span of horses 75c, each additional span 37½c, yoke of oxen 50c.

April 19, 1859. Assessor appointed to fill vacancy. Appointed Butler P. Anderson, prosecuting attorney.

May 2, 1859. Ordered that H. Butler's bill as sheriff in arresting and conveying Wm. Sharp, a prisoner, to Fort Steilacoom, \$21, paid.

June 6, 1859. County Assessor, W. White. David Hillorey Batters paid \$11.50 for furnishing jail for prisoner Wm. Sharp.

November 2, 1863. Report of viewers on account of county road from Black River Bridge No. 1 to Military road leading to Seattle accepted and road established.

Ordered that A. G. Terry be and is hereby licensed to sell spirituous liquor for three months and keep one billiard table for the term of six months from Dec. 10, 1858, to March 10, 1860.

October 3, 1863. Ordered that the election precinct known as Snoqualmie voting precinct be so enlarged as to include the Samamish or Squak Valley and that the election be held at the house of E. Walsh in the Squak Valley.

Sept. 10, 1863. License granted N. B. Judkin to keep grocery and billiard table for six months.

February, 1864. E. Richards paid fifty dollars for county map.

May 2, 1864. Ordered that Freeport be made a voting precinct and elections to be held at the Miller's store in said precinct.

Ordered a new road district to be known and numbered No. 11 and to include the Alki Point road and the

road leading from Freeport Mills to terminate at Holt's west line.

Total assessment for 1864, \$300,966.00.

May 3, 1864. That an order be drawn on the County Treasurer for the sum of \$300 in favor of S. V. Combs, to be expended as soon as can be negotiated for—in the purchase of a safe for the use of the county. Said S. V. Combs to pay all freights on the same from San Francisco or from any place where it may be brought, provided he has the use of the same.

Nov. 3, 1864. Ordered that a notice for sale of all school lands in section 36 near Hadan's donation claim be made pursuant to law.

Ordered that E. Richardson be and is hereby appointed to locate all school lands that have been taken by donations and prescriptions prior to the survey thereof.

Nov. 15, 1864. Ordered that a committee be appointed to select a location and make arrangements for building a concrete jail.

March 3, 1865. Ordered that O. C. Shovey be paid \$70 for making a coffin for John Buck.

Taxes for the year 1865: County, 4 mills on the dollar; school, 2 mills on the dollar; territorial, 4 mills on the dollar; road, 2 mills on the dollar.

Nov. 14, 1865. Mr. Hall was appointed attorney or legal advisor for the county. Appointed for one year at a quarterly sum of \$50 to be paid at the end of each quarter by the County Auditor.

Ordered a committee of three, D. L. Denny, James J. Jordan and Frank Mathias, to find a suitable place for the court house and county jail.

Nov. 13, 1866. Bill of Kellogg and Maddocks for medicine for county sick allowed. Amount, \$129.25.

Ordered that the amount of school funds in the hands of the County Treasurer in County Script be exchanged for greenbacks and deposited as a school fund.

Dec. 22, 1866. Ordered that in case H. J. Stevenson fails to serve as surveyor of roads, Mr. Richardson serve in his stead.

May 7, 1867. Ordered that 30 per cent of all money paid into the County Treasury for county purposes be set aside as a road fund for building bridges and roads in King County.

May 25, 1867. Contract awarded to Daniel Brackett for constructing the Snoqualmie wagon road. His was the lowest and best bid, being \$120 per mile, making a good passable road.

Thomas Mercer, Probate Judge, gave bond for \$1,000. Bond of Sheriff being \$5,000.

Justice of Peace, H. N. Steele, of the Seattle precinct.

Bills allowed for the keep and medicine for the paupers, by name of Crew and Charles Curtis.

February, 1868. Roads ordered to be 30 feet wide. Board ordered all persons through whose land the Sno-

qualmie road runs on the Snoqualmie River or Ranger's Prairie, be authorized to keep gates across said road for one year from date.

Ordered by the Board that the rate of taxation in King County, Washington Territory, for the year 1868 shall be as follows, to-wit: Poll tax for county purposes, \$2.00 per poll; poll tax for road purposes, \$4.00 per poll; county tax, 8 mills on each \$1.00 of valuation; territorial tax, $3\frac{1}{2}$ mills on each \$1.00 of valuation; school tax, 3 mills on each \$1.00 of valuation; road tax, 8 mills on each \$1.00 of valuation.

In accordance with the provisions of the act of the Legislature of Washington Territory approved Jan. 28th, 1867, entitled, "An act authorizing the County Commissioners of King County, Washington Territory, to borrow money for the purpose of building bridges and opening roads in King County."

In May, 1868, when the Board of County Commissioners adjourned at the close of a day's session it was to meet again the next morning at seven o'clock.

June, 1866. Henry Yesler authorized to keep and maintain a wharf in the town of Seattle at the foot of Mill Street for the term of 10 years, said wharf to run into the water a sufficient distance for all practicable and navigable purposes. Rates for landing and shipping freight, per ton, 50c; plungers and small vessels, per month, 50c; for the landing of all small vessels of 100 tons and over, \$5.00; for the landing of all steamers, month, \$5.00; for all cattle and horses shipped or landed, per head, 25c; for all hogs shipped or landed, per head, $12\frac{1}{2}$ c; for all sheep shipped or landed, per head, 6c; single packages to be charged at reasonable rates; for a horse and wagon, 50c; for other vehicles, including wheelbarrows, $12\frac{1}{2}$ c.

February, 1869. E. Carr paid twenty-five dollars for services as county school superintendent.

November, 1869. Bridges ordered to be built across Squag Creek.

February, 1870. H. P. Lewis appointed to select and locate lands for school purposes, said land to be taken to make up any deficiency that may be in school sections by reason of lakes and other lands are at present worthless or taken by persons holding lands in school sections prior to the public survey.

May 2, 1870. Petition from Freeport asking to be declared a separate voting precinct, including Vashon Island, Alki Point and all the settlements on the west side of the mainland residing along the coast to Moore's place, inclusive.

Election precinct established at Cedar River, including all the settlements on Cedar River.

Election precinct established on the east side of Lake Washington to be known as the Lake Washington branch, to embrace all the settlements from Black River along the lake north.

At this time Mr. Willes was Bridge Commissioner.

E. Carr allowed \$50 for year's work as County Superintendent of Schools. County Auditor C. Kellogg paid \$86 for year's services.

1871. The county received \$75, gold coin, for the lease of the County Farm to A. C. Shivey.

Rate of license for King County inside the city limits for the future and until otherwise ordered shall be \$300 per annum.

County road from Snoqualmie River to Seattle was accepted and viewers appointed.

District 10 changed so as to include claim of Henry Adams. District No. 17 divided to form District No. 18.

Paid \$40 to Mr. Yesler for the rent of the court house.

County Attorney at this time was James McNaught.

In 1871 Samuel D. L. Smith was Justice of the Peace for the Seattle Precinct. Wm. Goldmyer, supervisor of District No. 19, resigned and Wm. Kenny appointed.

Bridges ordered across Cedar River.

An additional appropriation of \$200 was made for Stuck River bridge.

A new road district commencing at the north line of the city limits, running thence north to the north line of King County and extending east of the west line of District No. 19 and west to Puget Sound. Thomas Mereer, supervisor.

The Coroner for 1871 was J. S. Settle.

County office rented from G. Kellogg.

Bridge report of bridge over Cedar River accepted. M. P. Smith, supervisor.

1872. O. C. Shorey was Treasurer of King County at this time. Bill for the care and burial of pauper allowed.

March 30, 1872. Special meeting called to fill the vacancy in the office of the County Surveyor. Geo. F. Whitworth elected to this office. He qualified according to law.

Aug. 7, 1872. Gardner Kellogg resigns as County Auditor and D. F. Wheeler appointed to fill vacancy, or his successor is elected.

Ordered that an appropriation of \$926 be made for the purpose of purchasing a safe for King County and placed in the Auditor's office.

Nov. 4, 1872. Ordered all bills under the amount of 50c be and the same is hereby repudiated by the Board of County Commissioners and will not be allowed, and the Auditor furnished a certified copy of the order to the Clerk of the District Court.

Resignation of N. S. Bartlet as Justice of Peace of Seattle Precinct accepted.

Bill allowed H. L. Yesler for furnishing money to send John Benson, pauper, to Sandwich Islands.

Nov. 7. D. S. Smith elected as Justice of Peace, Seattle Precinct, vacancy caused by the resignation of N. S. Bartlet.

A. W. Malson resigns as Constable of Seattle Precinct, vacancy filled by D. H. Webster.

Feb. 4, 1873. Hon. W. M. York, Probate Judge, asked for a furnished office in the Dispatch building, rent to be for scrip equivalent to \$5.00 per month.

Feb. 7, 1873. Ordered that the proposal of T. F. Minor, M. D., for the care and attendance upon the indigent sick of the county for one year at the rate of \$1.00 per day currency for each patient accepted.

Nov. 3, 1873. The report of the County Surveyor, Geo. F. Whitworth, containing notes of the survey of the cemetery on the County Farm was accepted and ordered recorded in the records of deeds of King County.

C. D. Perkins appointed agent of county to secure quit-claim deed to the lot known as the Seattle Cemetery—about five acres—a place for burying the county poor.

Feb. 4, 1874. In the matter of the location of the site for a county jail and other buildings, it was ordered that A. MacIntosh, Esq., be and is hereby appointed as a committee to receive proposals for the sale to the county of such lands, to report the same with his views at next term of this Court.

S. P. Andrews appointed overseer of the poor with full power and authority to contract for board, medical attention and all other necessities for the indigent sick of the county.

R. Robinson resigned as Commissioner to take effect at the close of February term of court. S. P. Andrews appointed to fill vacancy.

May 11, 1874. O. C. Shorey resigns as Treasurer. Mr. S. C. Harris elected to fill vacancy. He gave a bond of \$10,000.00.

Feb. 5, 1875. Ordered that the stock of the Seattle and Walla Walla Railroad and Transportation Co. be exempted from taxation for 1875.

May 1, 1876. Carkeek and Doyle awarded the jail contract on their bid of \$10,196.

T. McNatt resigned as Commissioner. D. R. McMiller appointed to take his place.

October 7, 1876. W. W. York, Probate Judge, resigns. Henry E. Hathaway appointed to fill vacancy.

May 22, 1876. Bond of R. L. Thomas, County Surveyor, accepted.

March 7, 1877. Em. Kauten leased the County Farm and was to care for the county poor.

H. B. Bagley appointed medical and surgical attendant for the county poor.

May 7, 1877. The county printing was awarded to David Higgins of the Intelligencer.

May 15. Board ordered the Auditor to purchase a good, substantial book to be used for a road book and that he index in said book all road matter in the old road records in such a manner that easy reference may be made to any matter of any road, of record in said book. The Board hereby agreeing to pay reasonable compensation for said indexing.

The Board of County Commissioners leased the Coun-

ty Farm to the "Sisters of the House of Providence," Washington Territory, for five years from the first day of February, 1878, to the first of February, 1883.

A license was granted to C. W. Morse, from Aug. 7, 1877, to Feb. 7, 1878, for two billiard tables.

Feb. 5, 1878. There were twenty-four road districts at this time.

Feb. 13, 1878. Henry Lohse was given exclusive privilege to mining stone from the stone mine situated on the County Farm on the bluff land for the period of three years from the 13th day of February, 1878.

Feb. 15, 1879. "Be it resolved that the Superintendent be and is hereby instructed to proceed at once in placing the wagon road in the vicinity of the Ballard track along the beach to the head of Elliott Bay, where said wagon road has been encroached upon by the railroad, in as good condition as the same was in, prior to the grading of said railroad, and that the contract for building a fence along said railroad where necessary, to be completed before trains are begun to run over that part of the line."

The first mention of County Hospital was in August, 1879, when James Bracket was admitted as a charge, but afterwards supported by his brother, Geo. Bracket, by an order of the Board of County Commissioners.

May, 1880. New voting precincts were established in the Cedar River and Green River districts.

The Board of County Commissioners issued an order offering a bounty for the scalps with two ears as follows: Cougar or panther, \$3 for each scalp; black or gray wolf, \$3 for each scalp; black bear, \$3 for each scalp; wildcat, \$1 for each scalp.

For the year 1889 Geo. D. Hill was County Treasurer.

May, 1880. "It is ordered by the Board that the Weekly Intelligencer, a newspaper published in the city of Seattle, in King County, Washington Territory, be and the same is hereby designated as the official newspaper of the County of King, for the ensuing year ending April, 1881.

February, 1881. M. V. Mills appointed Constable of Seattle Precinct. Board ordered Commissioner Colman to take charge of the stone quarry on the County Farm, and dispose of the stone to the best possible advantage.

Industrial Association allowed the use of the land adjoining the jail yard outside of the inclosure for any use that it required in connection with the Association on condition that they surrender the use of said ground whenever requested so to do by the Board.

August, 1881. Bounty on the scalps of wild animals revoked.

Feb. 22, 1882. Chas. F. Reitze appointed as overseer of the construction of the additional county buildings, buildings to be constructed by J. J. Shepherd.

May, 1882. New school districts No. 32 and 33 formed.

Sheriff for the year, John McGraw.

February, 1883. Contract made with the "Sisters of Charity of the House of Providence in Washington Territory," for the leasing of the County Farm and care and support of the paupers and indigent sick and poor, together with a bond with securities for the performance thereof.

February, 1884. Sheriff ordered to put all prisoners to work.

August 9. County Surveyor ordered to give an estimate of cost of each road surveyed and the bridging of same to the Auditor.

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Contract for the County Poor House let to "The Seattle Mill Co." for the sum of \$2,100.

A portion of the County Farm leased to the "House for Orphans and Friendless."

May, 1888. Assessor ordered not to list lands, lots or blocks lying wholly below boundary high tide line as taxable.

March 6, 1889. Salary of the Superintendent of County Farm raised to \$100 a month.

King County and Seattle's Beginning—In Paragraphs

In the official journal of Fort Nesqually, there appears this entry: "On Wednesday, October 3, 1849, Kussass and Quallawot were hanged at Steilacoom, near the barracks." The hanged men were Indians.

This incident clusters closely to the year 1850. Practically the story of King County really begins "when Oregon was about to enter the last half of the nineteenth century." Then Newmarket, or Tumwater, the first, had been the largest American settlement of white people north of the Columbia river; but Olympia, later in location and settlement, was the only American town on Puget Sound. Fort Nesqually was the only other white settlement on its shores. There was no Steilacoom, no Tacoma, no Seattle, no Port Townsend, no Laconner, no Bellingham, no Everett; not a settler dwelt on the shores of this great body of inland water from Fort Nesqually northward and westward to Cape Flattery. No log cabin with its humble inhabitant, existed on these shores north of Bolton's shipyard, a short distance this side of the present site of Steilacoom.

Since that first year of the last half century Puget Sound settlements have increased over a thousand fold. Each favored locality has its history; each would furnish a chapter of reminiscences of the early settlement; each has its pioneers, men and hardy women, its just reason for local pride. In 1852, so evident has been the progress of settlement on Puget Sound, so promising was an early future, that it was conceded that Oregon, north of the Columbia river, possessed all of the elements that would go to constitute a prosperous state. Congress, therefore, on March 3, 1853, set off that part of Oregon north of the Columbia river, established a Territorial government, and nominated it "Washington." This was a fitting name to perpetuate the record of the geographic discoveries and commercial ventures of the little sloop, consort of the ship Columbia, on the memorable voyage to the Pacific Ocean and Northwest America, when for the first time, was carried at the masthead of the gallant little fleet the stars and stripes, national emblem of the United States of America, as the credentials of their seamen.

The ship Columbia, on that pioneer voyage, was commanded by Robert Gray, the immortal discoverer of the Columbia river, to which he gave the name of his ship.

Washington should properly be retained as the name of this forest region, if for no other reason that to commemorate the little sloop Washington and those discoveries made in the adjacent seas by Captain John Kendrick, that daring American sailor who commanded her on her voyage of discovery, which, from a scientific standpoint were of greater im-

portance than Gray's discovery of the greatest river of the West.

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The establishment of the Territory of Washington was hailed as the harbinger of an early brilliant future. Efforts to invite immigration immediately followed. Parties were sent out to open a road across the Cascade Mountains by the Natchess Pass. Handbills were distributed along the great emigrant route east of Umatilla and Walla Walla to notify the migration of 1853 of the existence of a direct road into the Puget Sound basin. A ferry crossing the Columbia at old Fort Walla Walla, a boat was built and men stationed there to induce immigrants to cross the Columbia River and Cascade Mountains and come directly to Puget Sound, without first going to the Willamette Valley. A trail across the mountains, nothing more, had been blazed. Over the huge logs bridges of small poles had been constructed, passable for horses, but obstacles for wagons. Logs of trees, the growth of centuries laid across the path made dangerous and steep the river crossings, as the floods had washed them out. To call it a road was an abuse of language, yet over it, through that pass, a part of the immigration of 1853 found its way to the shores of Puget Sound. With axe in hand the hardy immigrants after the wearisome journey across the continent, hewed out their way through that pass of the Cascade Mountains. Their labor had begun before reaching the summit. From the last crossing of the Natchess to their descent, consummated by crossing the Greenwater, it was work. Some days they accomplished three miles. With their wagons they triumphantly crossed the Cascade range by a road built by themselves as they marched, in one-short season of six weeks.

In 1858 Seattle was a small village of not more than 150 whites. In 1800 it had increased to 250; in 1870 it was 1,107; in 1880, 3,533; in 1890, 42,837; in 1900, 80,670. Its population, as estimated by the Chamber of Commerce on January 1st, 1907, was 221,000; at this date King County probably contains 350,000 people.

Seattle was incorporated as a town in the winter of 1864-5 by act of the Legislature and Charles Terry was chosen president of the board of trustees. It was disincorporated a year later. In 1869 it was incorporated as a city by act of the Legislature, and so continued until the adoption of the freeholders' charter in 1890. Henry A. Atkins was the first mayor and Harry White the first under the new charter.

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The corporate limits of Seattle now include hundreds and probably thousands of acres of land that were bought at pri-

rate sale years afterwards, for \$1.25 per acre. The records of the land office will show this to be true. A large share of the West Seattle lands were so bought in 1870, for currency at 70 cents on the dollar, making the actual cost to purchasers less than 90 cents an acre. In 1890 lands could be bought for \$2.50 per acre from the government within the city limits.

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An early historian says: "The settlement of King County was substantially the same as of Seattle. The Snoqualmie river, falling into the Snohomish on the north; Cedar river into Lake Washington and Black River into the Duwamish, and this into Elliott Bay, are the principal water courses. All the Eastern shore of the Sound is drained by streams whose meadow lands possess a soil of wonderful productiveness.

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Snowden in his History of Washington, says: "The first exploring party was composed of A. A. Denny, Boren and Bell. They set out in a small boat, for which Bell and Boren furnished the motive power. As the whole shore of the bay and of the Sound everywhere, seemed to be about equally well covered with timber, their first care was to investigate the depth of the water, particularly near the shore, and the character of the shore itself. They did not yet know that the most striking characteristic of the Sound is its extreme depth, and that the next is that its shores are very abrupt. Mr. Denny made the soundings as they went along, using for the purpose an old horseshoe, or perhaps two or three of them, fastened to a strong clothes line of considerable length, and not long enough, as they soon found to their surprise, to reach bottom in many places. Even close to the shore the water was very deep, and for the most part of the bay seemed to be bottomless. They soon determined that it would be possible to lay a ship close along gshore almost anywhere.

"They appear to have begun their investigations on the north shore near Smith's Cove. By noon they had coasted along toward the east as far as University Street, and here they went ashore, climbed the steep bank, opened their dinner pails, and made ready their noonday meal. Mr. Denny was pleased with the situation and then or soon after, determined to make his home on the spot where that first meal was eaten, which he subsequently did.

"After lunch the party continued their journey eastward, or southeastward, finding the shore gradually diminishing in height, until at last for a considerable space it broke down to the level of the tide flats. But before reaching the flats they found a small stream with soft, muddy banks, covered with salt, marsh grass, and near it a curious mound thirty or forty feet high. Beyond it and along the shore southward was a rather inviting meadow, the first they had seen, and as it promised to afford pasture for their cattle, they determined to include it or part of it in one of their claims.

"As yet no survey had been made north of the Columbia River and each settler was therefore entitled to take a claim in any shape he wished. If any part of the shore line pleased him, he might make it the boundary on that side, and then by running lines at any angle he pleased, from either extremity of it, include so much land as he was entitled to take, whether married or single. He was not even required to make his boundaries by regular lines but might vary them so as to include some particularly choice piece of land, or to exclude a swampy hollow or gravelly hilltop. The members of this party therefore had little difficulty in selecting the land they would include in their three claims. As they would need the little bit of meadow near the head of the bay as a pasture, they resolved to make it their southern boundary; they would

claim a shore line about a mile and a half in length, along the northeast side of the bay, and enough of the hill land back of it in a regular body to make up their three claims. This was a very reasonable selection, for each of them, being married, was entitled to take a whole section, which is a square mile, and each might have claimed a mile of the waterfront had he so desired. Indeed he might have claimed two or three times that amount had he seen fit to do so, since by making his claim narrow he could have lengthened it in proportion. But these claimants evidently preferred to leave something that would attract other settlers, as neighbors were at that day more desirable than waterfront.

"It was then arranged that Boren should take the southernmost of the three claims, Denny the middle, which would include the spot where they had eaten their first meal, and on which he desired to build his first home, and Bell should take the northernmost. D. T. Denny was invited to join with them in this selection, the others offering to rearrange their claims so as to accommodate him, but as he was still unmarried he was in no hurry to make his choice, and did not avail himself of their generosity. Later he took a claim north of Bell's.

(Westlake Boulevard now traverses the very center of D. T. Denny's claim.)

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On the last day of March the little colony at the point received its first reinforcement. They had been visited in the preceding November by Hastings and Pettygrove, who were on their way down Sound, but now they had a visitor who was to remain and help them to found a city. This was Dr. D. S. Maynard, a Vermonter by birth, who had come to Oregon in 1850, and had just spent a winter in Olympia, where he had acquired such information as he could in regard to the possibilities of the salmon industry, and was now seeking a location where he might make an attempt to get it successfully started. He was a man of education and some business experience, and also possessed of a temper of his own, as we shall see later, for the plat of Seattle bears permanent evidence of it. In his search for information about the salmon, the doctor had fallen in with an Indian chief of one of the Nisqually tribes, named Seattle, or Sealth, as the Indians seemed to pronounce it, who had been very helpful to him, and who now accompanid him to this bay, on the shores of which his own band, known as the Duwamish, made their abiding place during a considerable part of each year. He had assured the doctor that salmon were generally abundant here, and had also promised that he and his people would catch as many for him as he might wish. How much he knew of Wyeth's failure to start this business, or the success with which the Hudson Bay people had long carried it on at Fort Langley, on the Fraser, is not now known.

"He found no place on the shore of the bay so well suited to his wishes as that on the southern side of the tract which Denny, Boren and Bell selected and which had been already assigned to Boren, but it was so desirable to get this, the first industry offering, located in the neighborhood, that the three readily agreed to rearrange their claims so as to give Maynard what he wanted, and this was accordingly done, although the doctor at first thought unnecessary, as he only wanted ground enough for his fishing station.

"Dr. D. S. Maynard, whose donation claim included the island, was in 1852, when he settled, an active, experienced man of business, past fifty years of age. He determined that upon his claim should be the town of Seattle. It was chiefly by his efforts that King County was created by the Oregon

Legislature, the County seat being located upon his claim and the polling place in his dwelling house. He started the first store, the first fishery, sold the first town lots, was the first employer, was one of the first officials, and generally was the leader among the men of his time and town. In consequence of his activity and prodigality, he had in twenty years disposed of all his three hundred and twenty acres, and had upon them the business quarter and a fair proportion of the residence section as it now stands.

"On April 3d, most of the party removed from the first temporary houses they had built for themselves at Alki Point, to their own claims, now covered by the city of Seattle. They had built no houses or even cabins as yet, and so far a considerable time lived in camp, as they had done while crossing the plains. Boren fixed his camp on the southerly part of the town-site and Bell on the northern part. Mr. Denny did not remove to his claim until some days later, being still troubled with his old-time enemy, the ague, which indeed still afflicted several other members of the party. Before he was ready to move over, the other members of the party had built a hut for him on the site he had selected. But here he found difficulty in getting water. He dug a well in a neighborhood gulch, to a depth of more than forty feet, but found a quicksand bottom which discouraged him, and finally he chose another site near what is now First Avenue and Marion Street, and here he built his first home. A satisfactory supply of fresh water was secured here and access to the Sound was also more convenient. This, at that time, was a very desirable consideration.

The settlers spent their first summer in Seattle in building their homes, and making such improvements on their claims as were most necessary. They were visited meantime by two vessels, the brigs Franklin Adams and John Davis, both of which had come to the Sound for piles. From these ships they procured some of the supplies they were in need of, and it was a great convenience to be thus provided for. In the succeeding winter so few ships came that there was almost a famine in the land, and for a time all were very much concerned about their food supply. Pork and butter came around Cape Horn, flour from Chile and sugar from China, and the supply in the country was not large. "That fall," says Mr. Denny, "I paid \$90 for two barrels of pork and \$20 for a barrel of flour. I left one barrel of the pork on the beach, in front of my claim, as I supposed above high tide, until it was needed. Just about the time to roll it up and open it, there came a high tide and heavy wind at night, and like the house that was built upon he sand, it fell, or anyway it disappeared. It was the last barrel of pork in King County, and the loss of it was felt by the whole community to be a very serious matter."

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Just as this hard winter was beginning—in October, 1852—Henry Yesler arrived. He was a native of Maryland, though after becoming of age he went to Ohio, where he remained for several years, and in 1851, accompanied by his family, crossed the plains to Oregon. After working for a time at his trade as a carpenter and millwright he went to California, where for a short time he engaged in mining. There he learned something of the attractions of the Puget Sound country, and perceiving that California would for a long time to come furnish an excellent market for the timber that the Sound could so abundantly supply, he returned north to build a mill and engage in the lumber trade. The little colony on Elliott Bay quickly saw the value to them of what he was proposing to do, if he should locate his mill in their neighborhood. It would make a market for the timber of which they had an abundance, and also furnish them constant employment in cutting it.

On the ground thus assigned the first steam sawmill in Washington was soon after built. Either at the beginning, or soon afterwards, its capacity was 15,000 feet per day. Indian laborers were employed for the most part during the earlier years, in and about it, and Mr. Yesler managed these people so successfully as to be able to keep about him all the laborers he required, and to so far win the confidence and esteem of their tribesmen that he was able to go among them without much risk to himself during the troublous times that soon after followed, and he was very useful to Governor Stevens, for this reason, in the negotiations at the close of the Indian war.

Near the mill was a cookhouse that became famous in the early days, and is still remembered by many old settlers who took their meals there in early days. Every wayfaring man got a meal there as he passed, if he required it, and sometimes he lodged in or near it. Officers and men from such ships as visited the harbor were often seen there. Occasionally the officers from some war ship, or from the fort at Steilacoom visited it. Around its broad fireplace many stories of adventure by land and sea were told. For several years it was the one place on the Sound where news from the world was surest to be obtained. At the outbreak of the Indian war the volunteers made it their rendezvous. Judge Lander had his office in one corner of it, and the county auditor also had his office there. It served, as Mr. Yesler has said, "for town hall, court house, jail, military headquarters, storehouse, hotel and church. Elections, social parties and religious services were held under its roof. The first sermon preached in King County was delivered there by Clark, and the first suit at law, which was the case of the mate of the Franklin Adams for selling the ship's stores on his own account, was tried there before Justice Maynard." Many people, not only in Seattle, but in other parts of the territory, were sorry when it was torn down, in 1865, to make room for a larger building.

There being nothing in the trade there was almost nothing in the shipping. Small steamers began coming to Seattle from Portland about 1869, and from San Francisco in 1875. The few who traveled during the first ten or fifteen years of Seattle's existence paid from five to ten dollars for going to Olympia, ten dollars or more for going to Victoria, twenty-five dollars or more for a hard trip to Portland, and about seventy-five to San Francisco. Canoes and sloops were of necessity frequently resorted to. The sail vessels coming to Puget Sound in the early 50s were veritable traders. They were stocked with provisions, liquors, clothing, hardware and knick-nacks to sell to the Indians and whites, and their masters were commissioned to buy timber, oil, fish and vegetables in exchange for the San Francisco markets. From the goods on these vessels principally brigs, the first stores and people of Seattle were supplied. Almost the only meats consumed were fish, salt pork and the like. Seattle's first butcher shop was not opened until 1859, and like the first and only shop in the small towns generally, was not noted much for variety and quality of its stock. Eggs were scarce and sold usually at from 50 cents to \$1 a dozen, and sometimes higher. Butter was worth as much as eggs or more. Wages were not high, as now, while eleven hours was a day's work.

Boren, Denny and Maynard agreed together early in 1853 to lay out a townsite on their claims, but they apparently did not agree in all respects as to the details of the plan. They did agree, however, to file their plats for record at the same time. Mr. Denny, who was a surveyor, thought the principal streets should run, as nearly as possible, parallel with the shore of the Sound, and the cross streets straight up the hill; Maynard made his plat with the streets running due north and south and east and west. Both used the boundary between

Boren and Maynard's claim as a base line, and along it laid out a street which was known for many years as Mill Street, but is now Yesler Way. North of this line Mr. Denny laid out twelve blocks, of eight lots each 60x120 feet with an alley sixteen feet wide between them. There were three streets, Front, Second and Third, running parallel with the shore line, and five cross streets, James, Cherry, Columbia, Marion and Madison. The first block north of Yesler Way was triangular and was bounded by Yesler Way, James and Second streets. This plat was filed some time in the afternoon of May 23, 1853.

This is a tradition that Maynard was displeased, for some reason, with Denny's action, and that he changed his plat, which covered only a few squares south of Yesler Way, so that the streets would not be continuous. At any rate they do not meet with those on the north side of Yesler Way, as everybody familiar with the city knows. His plat was filed on the same day as Mr. Denny's, but later in the afternoon.

After the fire the name of Front Street was changed to First Avenue, and a right-of-way was purchased, or condemned, through enough of the Denny Way plat to unite it with the principal street in Maynard's plat to make a continuous thoroughfare. The remainder of the block was dedicated to the public as Pioneer Square. It is a curious fact that the land on the west side of First Avenue opposite this little park, and for some distance northward, has never been platted. It is now very valuable and is owned by many different people, being rescribed in their several deeds by meets and bounds.

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Early in 1853 Thomas Mercer and Dexter Horton arrived, and later John C. Holgate returned to find that the claims he had selected three years earlier, for himself and his sister's family had been taken by others. He accordingly made a new choice, taking the claim next south of Maynard's while Edward Hanford, his brother-in-law, and Lemuel J. Holgate, his brother, and Samuel Hanford selected claims adjoining this, getting hill land which became a part of Seattle much earlier than the farms he had hoped to get in the Duwamish Valley.

Mercer brought the first wagon to Elliott Bay. When it arrived there was not a piece of road in King County long enough to receive it, but road-making began soon after its arrival, and for a considerable time it was used to do all the hauling done on the bay.

Dexter Horton was a native of New York, from which State his family early removed to Illinois. He came to Oregon in 1852 with his wife and one daughter, and thence over the Cowlitz trail with Mercer and others to Seattle, where he arrived without a dollar in his pocket, and fifty dollars in debt. He soon found work at the new sawmills then building on the Sound, and in clearing land at Port Townsend. He quickly paid what he owned and accumulated a little capital with which he, for a time, engaged in trade, and then started a bank, the first in the territory, and which still exists as Dexter Horton & Co., the name he gave it. He seems never to have taken a donation claim.

Those who took donation claims on the site of, or in the neighborhood of Seattle were the following: W. N. Bell, April 3, 1852; C. C. Terry, May 1, 1852; D. S. Maynard, April 3, 1852; C. D. Boren, May 13, 1852; A. A. Denny, June 12, 1852; John C. Holgate, Jan. 21, 1850; Edmund Carr, August 8, 1853; E. M. Smithers, Dec. 1, 1853; Edward Hanford, March 1, 1854; L. J. Holgate, March 26, 1855; David Stanley, April 15, 1855; John H. Nagle, Sept. 29, 1855; H. L. Yesler, Nov. 20, 1852; D. T. Denny, Jan. 24, 1853; H. A. Smith, Sept. 5, 1853; Wm.

Strickler, Feb. 1, 1854; Thos. Mercer, July 13, 1854; Jno. Ross, March 26, 1855; Ira W. Utter, July 3, 1855.

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The Moran Brothers' machine and repairing shop was established in 1882 in a small building on Yesler's wharf. Robert and Peter Moran were the owners, and their enterprise and skill so advanced their business as to necessitate a new building, which they proceeded to erect on leased ground on Yesler Avenue.

Seattle in 1822 boasted of but little in the manufacturing line. During that year a company was formed by Moran Brothers with the small capital of \$1,500. In 1889 the works were destroyed by the great fire and \$40,000 went up in smoke. The enterprising proprietors were not daunted but immediately set to work on their tideflat property, and one week later had a furnace at work. Over that furnace now stands a magnificent plant, an honor to the city and state. The plant consists of machine shops, boiler works, foundry and blacksmith shop. The Moran Brothers Company, aside from these, owned and operated an extensive machinery depot on West Yesler Avenue, and controlled and managed the Seattle Dry Dock & Ship Building Company. The Morans sold for a great fortune to an Eastern concern and this plant is now the Seattle Construction & Dry Dock Company.

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The battleship "Nebraska" was launched October 7, 1904, at Moran's. The business men of Seattle subscribed \$100,000 to make possible the construction of the "Nebraska" in a Seattle shipbuilding plant.

The rolling stock for the trolley system of the Seattle, Renton & Southern Railway Company were the first to be manufactured on this coast, and were designed and built at the yards of the Moran Company in 1909.

Seattle Construction & Dry Dock Company organized with \$1,750,000 new capital in January, 1912.

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A brass and bell foundry was established before 1886 by John E. Good, near the foot of Commercial Street.

The Seattle Hide & Leather Company was formed in 1886 by Mr. David Kellogg.

The cigar factory of Wa Chong was the first in the city, but in 1886 another was established by A. C. Miller who employed only white labor.

The Seattle Soap Works were established in 1886 by Messrs. R. M. Hopkins and C. B. Bussell. They fitted up an old grist mill at the foot of Seneca Street.

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GAS INSTALLED IN SEATTLE.

A small tank was located on the tide flats and from it gas was distributed in 1874 to the business houses and residences. The franchise was granted on June 6, 1873, to lay mains in the city streets for a period of twenty-five years.

The gas supply of Seattle a few years ago was controlled by a corporation operating under a perpetual franchise.

A new company entered the field in 1901, securing a fifty-year franchise by offering cheaper gas and holding out the prospect of competition in business. As should have been expected, however, competition was short-lived, the old company soon being absorbed by the new. At the expiration of its franchise the city has the right to purchase the works at an appraised value.



COUNTY HOSPITAL AT GEORGETOWN, A SUBURB OF SEATTLE, AND IN KING COUNTY

King County Hospital

The history of the King County Hospital begins with the year 1877. Prior to this time the poor of King County were taken care of through an arrangement with the Sisters of Charity, by which they received a certain sum each day for the care of each patient. In 1877, however, the county having secured possession of the farm, which is now occupied by the Almshouse and Hospital, they placed Mr. Merrick and his wife in charge of them through an arrangement whereby they were enabled to utilize the services of such patients as were able to work for the sum of twenty-five cents per day with board and lodging included. The care of the sick and the poor was rather prefunctory during the time of Mr. Merrick, as there was no regular medical attention provided and it was not until 1892 when Dr. F. B. Whiting was placed in charge of the Almshouse and Hospital, that any systematic care of a medical or surgical nature was given to the patients.

The next year, 1893, through the influence of Dr. Whiting, the commissioners began the erection of the main portion and one wing of the present hospital building. In 1894 it was first occupied and at that time had a capacity of 125 beds. Singularly enough, Dr. Whiting, the first superintendent of the hospital, is now one of the leading surgeons on the staff of the hospital. Some ten years ago another wing was built, which increased the capacity of the hospital to 225 beds, while the Almshouse has a capacity of approximately 140 beds. The growth of the hospital in efficiency has been gradual but continuous, each superintendent in charge having added to its betterment, until at the present time the patients receive as

efficient care and treatment as may be obtained in any hospital in the city.

A few facts concerning the amount of work done at the hospital, together with the amount of money expended by the county through its commissioners for the support of the poor and sick, may be of interest:

Last year the number of patients admitted to the hospital was 1,676; the number of surgical operations performed was 542, with only twelve deaths following. The total number of deaths, however, from all causes was 165. The surgical operations, as well as the services of the entire staff, are performed by the leading physicians, surgeons and specialists of Seattle, who cheerfully give their services without money and without price. The staff is appointed by the medical director and rotates each three months.

The average number of employees, exclusive of the work done by the convalescent patients, is sixty.

The pay roll for the Almshouse and Hospital for the past year was \$28,000. There are fourteen trained nurses to care for the patients, five stewards and three house physicians. The entire cost for maintenance for both Almshouse and Hospital the past year was \$86,000.

The amount of supplies for the same period will be interesting in the way of totals. During the year these institutions consumed 53,000 pounds of meat, 5,100 pounds of fish, 46 tons of potatoes, 10,000 pounds of butter, 6,200 dozen of eggs, 200 sacks of sugar and 19,000 gallons of milk, besides various other minor supplies needed. This will give the tax-

payers a general idea of the way in which their money is being expended for the care of the sick and poor of the county.

Under the present management, and conducted in connection with the Almshouse and Hospital, is also the County Crematory, which takes care of the unclaimed dead from these institutions. In addition to this it also cares for private cases at a nominal charge. The expense of conducting the crematory for the past year was \$2,000, which was nearly covered by the revenues from private cases.

It may be said in closing that the hospital has had, and is having, a continuous growth in efficiency and that the poor and sick of King County are being as well cared for as are

the same class of unfortunates in any part of the country. At the present time the hospital is under the following management:

DR. JAMES H. LYONS, Medical Director,
WILL A. CARLE, Business Manager,
KATHERINE MAJOR, Supt. of Nurses,
HARRIETT DEARBORN, Housekeeper,
F. W. ELLIS, Chief Engineer,
GEORGE C. EVANS, Storekeeper,
HARRY MITCHELL, Chef,
LOUIS CARD, Supt. of Almshouse.



FRONT VIEW OF COUNTY LAZY HUSBAND STOCKADE. "UNDER THE LAW HUSBANDS WHO WILL NOT SUPPORT THEIR FAMILIES MAY BE IMPRISONED AND FORCED TO WORK, THEIR EARNINGS GOING TO THE WIFE"

Purchase of the New County Farm

In their wisdom the County Commissioners have seen fit to purchase for County purposes "The Willows," a beautiful farm in a fertile valley east of the further shore of Lake Washington.

This was purchased from C. D. Stimson and contains 420 acres, mostly in a high state of cultivation. This purchase was made in the face of strong protest largely from people who did not or would not understand the situation, i. e., that the county should raise for its wards all the meat, fruit and vegetables now bought at high prices in the public markets.

Not included in the main purchase was the blooded dairy and swine herds that the firm of Augustine & Kyer

had for its own uses and for which they had leased "The Willows." These herds, and all the tools and implements used on the farm were taken over by the county, so that the County farm starts off as a going concern. The "lazy husband" buildings which were recently erected near Bothell have been moved to the new farm, and the lazy men will help the county's indigent and its prisoners in the farm work.

King County, as well as other counties in Washington, now legally takes the man who will not support his family, introduces him to a farm or a road repair job, and gives the family the benefit of his earnings, a minimum of one dollar per day.



SECTION OF GREAT PACIFIC HIGHWAY BETWEEN SEATTLE AND TACOMA

King County's Indian War

King County, at the commencement of the White River massacre, October 28, 1855, was in a fairly prosperous condition but now all was in ruins. The entire population was compelled to seek shelter and safety in Seattle or elsewhere, and a great many were so discouraged that they left the country.

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The first volley fired by the Indians showed that their line completely encircled the town, on the land side, and that while not one of them could be seen, they were present in large numbers. Undoubtedly they might have captured the town, in spite of the Decatur, if they had attacked it more boldly. Its defenders were not more than 175 in all, 120 of whom were from the ship, the remainder being citizens. But for the presence of the vessel the town would have been easily taken, even if its inhabitants had been on their guard, as they were not, and all would have been massacred.

But it was not possible for savage warriors to overcome the opposition they met. Concealed and protected by the timber, they made a vigorous but ineffectual fight during most of the day. Volley after volley from their rifles was poured into the town, but their bullets did little injury, most of its defenders being either beyond range or effectually concealed in the houses, or behind stumps and other objects, which saved them from injury.

Meantime the guns on board the Decatur, and the howitzer at the southern end of the peninsula, continued to drop shells and solid shot, or to scatter charges of grape and shrapnel, at points along the Indian line where the smoke from their rifles indicated that such messengers would be most useful. All the forenoon the roar of the cannon and the sharp crack of the rifles continued. The ground along the hills beyond Second Street was torn up by exploding shells, and many of the trees along the edge of the forest were splintered by the grapeshot and shrapnel. Still the Indians held to their work and, above the crack of their rifles, their yells and whoops were frequently heard, mingled with the screams of their women, who were everywhere urging them on to greater efforts.

There was a lull in the battle about noon, the Indians apparently having withdrawn to refresh themselves with a feast which their women had prepared by slaughtering the cattle belonging to the settlers, which they had captured early in the fight. During this short respite the women and children were removed from the blockhouse, and other places in which they had taken refuge, and taken on board the Decatur, and the ship Brontes, which was then lying in the harbor, where they were cared for until all possibility of danger was past. Among these children was C. H. Hanford, a former judge of the federal court, who was then about seven years old.

The old block house, used as a refuge from Indians, stood on the west side of First Avenue opposite Cherry Street. It stood there as late as 1858.

The fighting continued, with more or less vigor, during the afternoon, but without any noteworthy result on either side. Occasionally when a shell would be dropped at some point on the attacking line where the Indians were thickest, its explosion would be followed by demonstrations indicating that some unusual damage had been done by it, and the marines and citizen-soldiers would take new courage. These shells were something entirely new to the Indians, and they were quite unprepared for them. They had never before seen guns which fired bullets that would shoot a second time after they had landed in their own immediate neighborhood. To their savage minds this was a very great medicine, for which no Indian necromancer could provide a counteracting influence.

As the afternoon advanced, and the shadows of evening began to gather, it was discovered that the Indians were making preparations to burn the buildings which were nearest their line, as it was expected they would, and it was feared that as darkness gathered they might burn the town. To prevent this Captain Gansevoort's gunners continued to shell the woods, and dispersed the incendiaries before their work was fairly begun. Firing along the Indian line gradually ceased until about ten or eleven o'clock in the evening, when it was discontinued altogether, and when the morning of December 27th dawned the Indians had all disappeared after having burned a few of the houses which were nearest the timber, and taking with them most of the cattle belonging to the citizens.

During the battle only two persons were killed on the side of the defenders of the town. One of these was a young man named Robert Wilson, who had been fighting behind the safe shelter of a stump; he was hit by an Indian bullet while changing his position for one further from the Indian line. The other was Milton G. Holgate, a brother of Lemuel J. Holgate and Mrs. E. Hanford, who was shot and instantly killed, near the door of the blockhouse, early in the battle. None were wounded, although several had narrow escapes. How many of the enemy were killed or wounded was never known. Lieutenant Phelps says the Indians afterwards admitted twenty-eight of the former and eight of the latter. That some were killed and more wounded is certain, but as is usual with Indians in battle, they were carried away and their number carefully concealed.

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First White Child Born

Orion O. Denny was the first white boy born in King County. Born in a log cabin on the shores of Elliott Bay less than two years after the first families had settled here. His boyhood days were spent along the trails that are now First and Second Avenues; his schooling was obtained in such institutions as the city boasted and later in the Territorial University; his early manhood was spent on Puget Sound as engineer of one of the first steamboats that plowed its waters.

The number of the Indians engaged in this attack has been variously estimated, but of course has never been accurately known. The Indians themselves probably did not know how many warriors were present, and if they did they did not then or afterwards give any information about it. Lieutenant Phelps, who was an officer of the Decatur, and took an active part in the fighting, thinks there were at least a thousand present. But he is inclined to magnify the service rendered by the Decatur, and the dangers her officers and men encountered. Others have placed the number much lower. It is certainly known only that the attacking party was largely composed of Klikitats, and other Indians from east of the mountains, and that there were a h-i-u lot of them.

During the night of the 26th they disappeared as quietly as they had come. Many of them possibly retired across Lake Washington, and recrossed the mountains to their own country. Some followed Leschi and his warriors up the White River Valley, plundering and burning the deserted homes of the settlers as they retreated. Two days later there was not a house standing in King County, outside of Seattle, except at Alki Point.

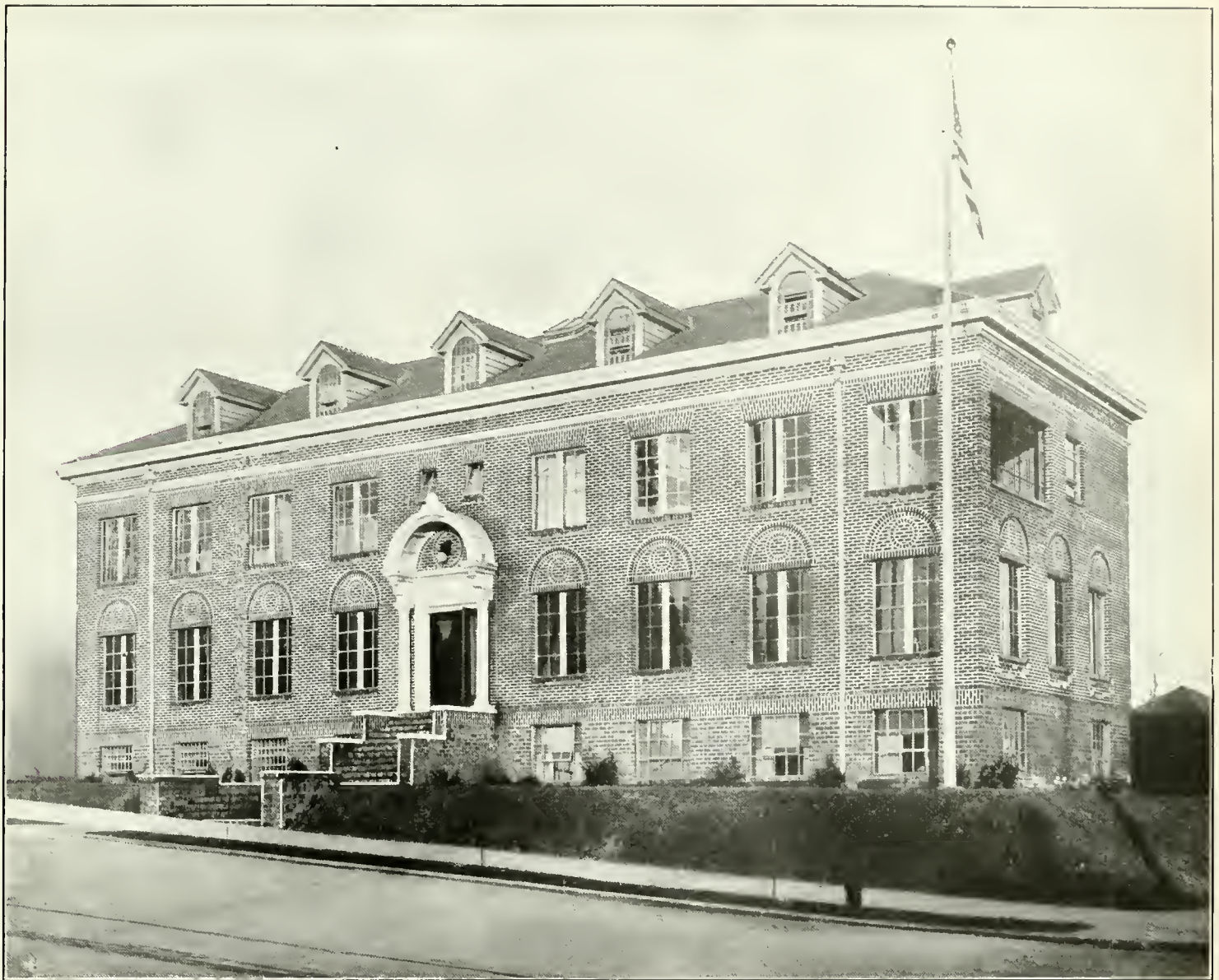
A few days after this battle Leschi sent word to Captain Gansevoort that he would return in another month and destroy the town, but this threat was hardly necessary to admonish the citizens that it was now time to make preparations for their defense. The work was begun immediately.

Mr. Yesler furnished a ship's cargo of lumber which he had recently sawed for shipment, to be used for fortifications, and with this and other material a barricade five feet high and surrounding the town, was constructed. It consisted of two board walls about eighteen inches apart, with the space between packed with dirt and saw dust. This made a fairly reliable wall of defense. Another blockhouse, near the first was built, and the two were connected by a passage with a strong stockade on either side. These blockhouses were provided with two small cannon, one of which was obtained from the Active. Many of the stumps that still cumbered the streets were dug up, or burned out, to clear the ground in case of second attack, and so the first public improvements in Seattle were begun. A company of volunteers numbering fifty-one, of which Chief Justice Lander was made captain, was organized and the defense of the city committed to its care. From that time forth the settlers felt that they were secure against any attack, and so they continued until the end of the war.

The cabin where he was born stood on the present site of the Hotel Stevens at First and Marion. On November 13, 1851, his father A. A. Denny had settled at Alki Point.

Mr. Orion Denny built the Seattle Athletic Club Building about eleven years ago and took a prominent interest in civic affairs.

Mr. Denny died February 26, 1916.



NEW JUVENILE DETENTION HOME, BROADWAY AND SPRUCE STREET, SEATTLE. COST \$30,000.
MODERN IN EVERY RESPECT

Tablet to Henry L. Yesler

King County always ready to reverence the memories of Washington pioneers, will not overlook the custom when the new Court House is completed. The immense pile of granite and terra cotta stands over the spot where was situated the residence of the late Henry L. Yesler, who built Seattle's first saw mill, back in 1852. And when the building is completed and houses its family of hundreds of county and city employees, its main corridor will contain a bronze tablet to the memory of the pioneer.

This was decided by the King County Commissioners, when they adopted a resolution authorizing M. P. Nielson, a Seattle sculptor, to make a tablet on which will be a medallion portrait of Mr. Yesler.

The tablet will cost \$500, and its dimensions will be 24 inches by 26 inches. The medallion which will be full face, will occupy the upper part of the plate, and above the head will be entwined a border of Oregon grape leaves. At the bottom of the plate will be another border of either Oregon grape or salal.

Below the medallion will be the following inscription:

"In Memory of the honored pioneer
HENRY L. YESLER,

whose home was on the site of this building, this tablet is erected by the people of King County in recognition of his public spirit and helpful generosity."



COUNTY STOCKADE ERECTED UNDER THE LAZY HUSBAND ACT. LOCATED AT THE NEW COUNTY FARM, "THE WILLOWS"

"Mercer's Girls"—The Story of Pioneer Womanhood

The Seattle Gazette of May 28, 1864, published the following: "We neglected last week to notice the return home of our highly esteemed fellow citizen, Mr. Asa L. Mercer, from the East, where he has been on a visit for the greater part of the past year. It is to the efforts of Mr. Mercer, joined with the wishes of the darlings themselves, that the eleven accomplished and beautiful young ladies whose arrival was lately announced, have been added to our population. We understand that the number, as at first reported, would have been fifty, but many were not able to prepare for the journey this season. The thanks of the whole community and of bachelors in particular, are due to Mr. Mercer, for his efforts in encouraging this much needed kind of immigration."

Judge Asa S. Mercer about 1863 collected private contributions towards a fund which enabled him to go to Boston and there place a proposition before the public for a lot of girls and young women who had been made orphans by the Civil War to accompany him to the State of Washington. Quite a number evinced a desire to go, but when the time came to start only eleven had found courage to leave their friends and make a journey of seven

thousand miles into a wilderness but thinly settled with entire strangers to them.

A few of these had to avail themselves of the means provided by Mr. Mercer but most of them paid their own way. They left New York in March, 1864, came by the way of the Isthmus of Panama and San Francisco. At the latter place quarters were secured for the party on the bark "Torrent" which brought them to Port Gamble, then called Leekalet, and from there the sloop "Kidder" brought them to Seattle, May 16, 1864. Judge Mercer sailed again from New York January 6, 1866 with upwards of two hundred war orphans, vouching for the intelligence and moral character of all the persons accompanying him.

The undertaking was approved by the President and Cabinet but not officially. Ninety-six days on the propeller "Continental," a 1600 ton ship, brought them to San Francisco via the Straits of Magellan. The people were then sent North in bunches of ten to forty, on the lumber ships trading between Sound ports and the California metropolis.



THE OLD POOR FARM BUILDING AT GEORGETOWN STILL BEING USED TO ACCOMMODATE THE COUNTY'S INDIGENT

WASHINGTON'S FIRST GOVERNOR

Major Isaac I. Stevens was the first governor of the territory. By proclamation made from the summit of the Rocky Mountains, September 29th, 1853, he announced his assumption of the duties of the governorship. Stevens County, in this state, was named in his honor, and when, in 1889, the state government was organized, this large county was divided and the new part named "Ferry County," in honor of Elisha P. Ferry, the first Governor of the State of Washington.

The State is divided into two parts by the Cascade Mountains. Eastern Washington contains an area of over 40,000 square miles and Western Washington about 25,000 square miles. The climate east of the mountains is a little colder in winter and slightly warmer in summer than it is in the western part of the state; there is also less rainfall in the eastern part.

The genesis of names in Western Washington is a matter of interest. In 1592 a Greek navigator claimed to have discovered the straits that bear his name—"Juan de Fuca." In 1790 a Spanish exploring expedition entered the straits. They added something to the information previously obtained and left the impress of their

work behind them in the names they gave to the waters they visited. Thus we have Canal de Haro, Sequim Bay, Rosario Strait and the names Camano, Texada, Port Angeles, San Juan, Lopez, Guemes and Fidalgo, and other names of a kindred sort. In 1792 Capt. George Vancouver, commander of the British sloop "Discovery," entered these waters. He had a crew of 100 men, many of whom were officers and experts appointed by the British Government for special service in the expedition. He named the waters now known as Puget Sound after one of his officers, Peter Puget. He named Hood Canal after Lord Hood. Mt. Baker was named in honor of Lieut. Baker, one of his officers. Mt. Rainier, whose snow-crowned heights rise to an altitude of 14,444 feet—the mountain that has stood as a sentinel along the pathway of the years and silently witnessed the incoming and outgoing of the centuries, he named in honor of Admiral Rainier, of the British navy. He gave us the names Protection Island, Marrowstone Point, Foulweather Bluff, Deception Pass, Port Orchard, Cypress Island and Vancouver Island. King County leans right up against the foothills of Mt. Rainier.

PUBLIC BUILDINGS



O.W.R.&N. DEPOT
UNION STATION



Federal
Post Office &
Custom House



Public Library



Providence
Hospital

King County owes no apology for its public buildings and parks. They are second to none others in the United States. They are modern in every respect and a credit to the people who paid for them.

Those buildings belonging to the City of Seattle, the Federal Government, and Public Service Corporations are uniformly of the best and most serviceable type.

THE FIRST POSTOFFICE.

Until August 27th, 1853, the settlers in King County had to depend upon uncertain chances for either letters or papers. At that date national recognition of Seattle was given by the establishment of a postoffice and the appointment of Mr. Arthur A. Denny the first postmaster, who opened the office in his dwelling house, which was a log building, situated at the corner of what is now known

as Marion Street and First Avenue. A man had been previously employed to go to Olympia to procure whatever mail matter was there for parties residing here. He returned on August 16, and brought twenty-two letters and fourteen newspapers, but what was brought on the 27th he does not remember only that it was a very small amount.

Mail was delivered in Seattle by boat until the year 1867, when a contract for the "overland" delivery of mail by way of Puyallup was let. From Puyallup it was brought on pony by trail, a distance of forty miles. The contract was taken by C. H. Hanford then a young man, later a federal judge, who "rode the mail" for one year at a consideration of \$500 per annum, after which he was underbid on the job. Postmaster Pumphrey, in 1875, moved the office to the corner of Mill Street, now Yesler way, and Post Street. He was succeeded by Thomas W. Prosch on July 18, 1875. After serving two years, Prosch was succeeded, on June 25, 1877, by Ossian J. Carr. Mr. Carr held the office nine years, the longest continuous service of an administration since the beginning of Seattle's postal service.

John M. Lyon was appointed on January 5, 1887, served little over a year, and was succeeded on April 5, 1889, by Albert M. Brookes. Mr. Lyon moved the office to the Boston National Bank Block, on Second Avenue near Columbia Street. It was located here when the fire occurred. Because it was regarded as being too far out of the business district at this point, Postmaster Brookes moved the office to the north side of Columbia Street between Second and Third Avenues, and on this site it remained until the rapid growth of the thriving city made it necessary in 1889 to seek larger quarters.

Griffith Davis became postmaster on February 14, 1891; Gilbert S. Meem on April 8, 1895, and George M. Stewart on March 3, 1899. At the time of Mr. Stewart's appointment the quarters of the postoffice were being moved to the Arlington Block, at the corner of First Avenue and University Street. At that time there was almost constant complaint that the office was situated too far away from the business center.

Several years later, or about 1902, the surprising growth of the district north of Madison brought the postoffice in the center of the business district and there it remained until the occupation of the present Federal Building, at Third Avenue and Union Street, on November 1, 1901. Postmaster Stewart was succeeded in November, 1908, by George F. Russell, who prior to that time had served as city treasurer of Seattle. Edgar Battle, the present postmaster, was appointed by President Wilson on September 10, 1913.

The carrier service of the Seattle postoffice was put into effect on September 1, 1887, with F. C. Henry, John P. Jones, Andrew J. Snyder and R. H. Brooks as the first carriers.

The Seattle post office is now twenty-first in size among all the offices in the United States. It is one of the five exchange offices in the country for handling foreign mail. The present building is already so crowded that the government will secure a site for a branch office near the depots, in the south end of the city, and it is here that the foreign mail will be handled. Of this sort of mail 20,012 sacks were dispatched from Seattle during 1913.

Spread over the city are now fourteen civil-service

postoffice stations and forty-seven contract offices for the convenience of the public. With one exception, all the postoffices of the State of Washington and of Alaska remit surplus postal and money order funds to the Seattle institution. This amounts to \$5,000,000 annually. Its payroll covers 300 rural carriers in the state, 125 railway mail clerks and the 320 employees of the office, the 745 persons receiving \$1,400,000 each year.

An act of appropriation March 2, 1899 gave \$300,000 for the erection of a Federal building at Seattle. Two years later it was increased to \$750,000. By June 2, 1902,

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Architect—A. Warren Gould.

A. Warren Gould, of Seattle, architect, was born January 15, 1872.

Mr. Gould received a public school education and studied architecture under professors of the Massachusetts Institute of Technology. His first employment was in connection with the enterprises of his elder brothers in the contracting and building business in Boston. At the age of twenty-two he embarked in that city independently in professional work. He continued there twelve years, achieving success and an enviable reputation. During that period he executed the designs for many public and private buildings, including the Women's Prison on Deer Island, Boston Harbor, the Phillips Brooks School, the Benjamin Cushing School, and the City Stables for the city of Boston; the Dudley Club at Roxbury, and the Women's Club at Dorchester, Boston, Mass.

Removing to Seattle, in 1904, Mr. Gould continued his individual practice there until 1909, designing among other structures, the American Bank and Empire Buildings, the Standard Furniture Company's Store Building, the Georgian Hotel, etc. From June 1, 1909, a partnership with E. Frere Champney under the firm style of Gould & Champney existed for two years during which period the Young Women's Christian Association Building, New Richmond Hotel and the Seattle Electric Company's Building were designed. Since dissolving this partnership, Mr. Gould has received many additional commissions, chief among which is the New King County Court House.

Mr. Gould is married and resides at the Washington Hotel Annex, and is a member of the Rainier Club, Seattle Golf and Country Club, Seattle Automobile Club and Seattle Commercial Club.

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Pioneer Square and Its Totem Pole.

Pioneer Square was donated to Seattle, Pioneer Building now occupies the site of the old Yesler Mill. The Totem pole was brought from Tongas Island in 1897. The Indian chief for whom it had been carved had paid \$250 for it, and its history dates back 110 years. The party of tourists bringing it to Seattle did so at an expense of \$1,750.

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In 1890 Judge Austin came to Seattle and built the elevator in West Seattle of which he was the manager. He shipped the first cargo of grain from Seattle, sending it on the "Mary L. Burrell."

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The Seattle Feed Mills was an enterprise established in 1886 by Mr. J. H. Walker, an experienced miller from Oregon. The various meals and graham flours were turned out and the great excellence of Puget Sound oats was fully developed.

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The Pioneer Boot & Shoe Dealers—as a separate line—was commenced by H. Jones & Co. in 1867.

\$900,000 was appropriated under condition that the site should not be more than \$200,000.

James Knox Taylor was supervising architect for the Government department. Frances W. Grant supervising architect in charge. It has a frontage of 196 feet on Third Avenue and 153 feet on Union Street. Area of site one acre. The site was purchased from Jules Redelsheimer February 24, 1902, for the sum of \$174,750.

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Contractors McGrath and Duhamel. Work commenced November, 1903.

Water Works—Ancient and Modern.

Water was first delivered by the gravity system from Cedar River late in 1900.

The first pipes laid to carry water were to the old University grounds, now occupied by the White, Henry, Stuart, Cobb and P.-1. Buildings and the Arena, from a spring about 500 feet to the eastward.

The first water system was begun by the installation of very crude contrivances by Henry L. Yesler. It consisted in the building of a very small tank just north of Yesler Way between Third and Fourth Avenues. The water was conducted to the Yesler Mill at the foot of the street in an open trough which was later replaced by a wooden pipe made from boring twelve-inch logs in six-foot lengths. This system was also used to furnish water power to Wooden's Tannery, which then stood on the present site of the Prefontaine Building. The water was obtained from a stream of some size that originated in a depression at a point near Eighth Avenue and Madison Street. Another source of supply was at Seventh and Columbia called the Lowman Spring. The spring at the corner of Seventh and Cherry is still flowing through a three-fourths inch pipe and is used in emergencies.

The Union Water System on Queen Anne Hill was purchased by the city in 1891.

The Spring Hill Water Company, incorporated in 1881, was purchased by the city in January, 1890, for \$352,265.

The pipe known as No. 1 was put into commission January, 1901, giving twenty-five million gallons per day.

Pipe No. 2 delivered water on June 21, 1909, in Volunteer Park Reservoir. Combined delivering capacity is sixty-six million gallons a day.

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In 1883 Seattle had its first real estate "boom." Prices advanced rapidly.

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Snoqualmie Falls is 270 feet in height. From it, both in Seattle and Tacoma, has been generated a 17,500 horsepower force that has materially assisted in making Seattle attain some of its well deserved reputation as a splendidly lighted city.

The current generated by the company at Snoqualmie Falls entered the city July 31, 1899.

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At Latona a tunnel has been dug beneath the bottom of Lake Union to carry the water pipes and electric wires under the lake out of the way of the ships using the Lake Washington Canal. The tunnel lies between 30 and 40 feet below the bottom of the lake. It is a tube 12 feet from floor to ceiling walled in two feet of solid concrete and 900 feet long. The contract was let for \$183,000. Completed, it cost the city over a quarter of a million dollars. George H. Worley was the contractor on the job.

Electric Light and Power

The first central station incandescent electric lighting plant west of the Missouri River was delivering current in Seattle on March 23, 1886.

(From annals of the American Academy of Political and Social Science, Vol. 27, page 222.)

The fifty-year franchise under which the Seattle Electric Company supplies power and light to private consumers was granted in 1902. The plant which the company owns though erected primarily to furnish the power to generate its street car system, supplies the greater part of the light and power consumed by private users.

The Seattle-Tacoma Power Company is operated under a thirty-six-year franchise granted in 1903.

The Everett & Interurban Railway Company was incorporated by Fred E. Sander, May 29, 1902. In 1905 the line had been built to fifteen miles north of Hall's Lake. The property was re-incorporated under the name of the Seattle-Everett & Interurban Railway and in 1907 sold to the interests represented by Stone & Webster and changed by them to the Pacific-Northwest Traction Company.

The only street railway companies which had not been in the hands of the receivers, before the consolidation of 1903 were the Madison Street and the Union Trunk Line in the original consolidation in March, 1900, were 66½ miles of mileage, increased to 78 in March, 1902, and 95 miles at the end of 1903. In 1915 the street railway company had 197 miles of single track on 111 miles of street; over 500 cars for passengers were in use.

The current for the electric company comes from three plants, on the Snohomish River, White River and at Electron.

The Puget Sound Traction, Light & Power Company's vast interests in this section of the state are also shown by the following data: In 1913, in the whole system—which includes the street railways in Seattle, Tacoma, Bellingham and Everett, and the various interurbans—492 miles of single tracks were operated over 337 miles of streets and other rights-of-way. The total number of cars was 1,073, of which 623 were passenger cars. The total number of employees in 1913 was 3,799, 2,538 of them being on the Seattle division. The total number of passenger car miles operated during the year in Seattle was 12,701,151, and for the entire system 20,231,067. Including the freight and work cars the total number of car miles for Seattle was 13,087,936, and the entire system 21,534,221. In Seattle, passengers were carried during 1913 as follows: Revenue passengers, 76,726,857; transfer passengers, 23,431,345; free, 4,885,508, making a grand total of 105,043,508. The Seattle division, therefore, carried the equivalent of the entire population of the United States and without a single fatality among its passengers.

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Street and Commercial Lighting Municipalized.

In course of its civic expansion the municipal ownership idea became popular. So Seattle decided to go into the electric business as a public undertaking. The municipal system owes its existence largely to the efforts of George F. Cotterill and R. H. Thomson, the latter city engineer from 1892 to 1911. They brought the need of such a plant, in order to secure the best and most economical street and municipal light, to the attention of Seattle's citizens and were instrumental in securing the necessary state legislation and the incorporation in the city charter of the provisions which made it possible for

the city to undertake this enterprise. As the outcome of this work in behalf of a municipal lighting and power system, the city council submitted a bond issue to the voters of the city, who, on March 4, 1902, decided in favor of the first issue of \$590,000. The source of power was to be Cedar River, in King County, and little time was lost in starting work. The work on the first plant was finished in 1904 and in January, 1905, the city took over the street lighting system, which had been operated prior to this time by the Seattle Electric Company.

In 1904, with the voting of another bond issue, this time of \$250,000, the city undertook to enter the field of commercial lighting in competition with the private electric company. The first municipal light was furnished to home and business houses in September, 1905.

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In 1910 there appeared a demand for more power and it was planned to develop the Cedar River site to its full capacity, by the use of a large concrete dam. Work begun 1912.

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First Electric Lighting Plant.

In 1886 a small electric light plant was started in a board shack on Jackson Street between Occidentl and Second South. In 1888 the installation was completed. The Seattle Electric Light Company was organized and J. M. Frink became president. The gave Seattle its first electric light on March 16, 1888. In 1889, early, an extension was made in the basement at the corner of Post and Seneca Streets. The plants were wiped out in the fire of 1889. Another plant was started five weeks after on Eighth Avenue and Charles Street.

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On Monday, March 4, 1890, Dr. E. C. Kilbourne was given a franchise, that day he leased the old power house of the Seattle Consolidated Electric Railway Company at the foot of Pike Street. A contract for the pole line was let to Baker & Balch. Within sixty days Dr. Kilbourne was delivering light in Seattle. There were no meters in those days, so a flat rate was charged, being \$1.50 per month for a 16-candle-power lamp burning from starting time until 10:30 p. m.

On October 1, 1892, the Seattle General Electric and the Home consolidated as the Union Electric Company. In 1899, the Stone & Webster interests acquired a controlling interest and the big Boston corporation got its first foothold in Seattle by so doing.

The city has a 1,500-kilowatt water power generating plant on the shore of Lake Union which is fed by the overflow of the high service reservoir of the water department. It was finished in 1912. It serves the purpose of an auxiliary in

case of accident to the main plant.

The city plant has an investment of more than \$5,000,000, employs 240 men, and does a business of approximately \$900,000 annually.

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Development of Snoqualmie Falls.

In 1898 Charles H. Baker, a civil engineer whose father was a prominent Chicago broker, designed and built a plant at Snoqualmie Falls with a capacity of 6,000 kilowatts and supplied power from this plant for lighting and power purposes in Tacoma, Seattle and, later, in Everett. They also served a number of small towns adjacent to those cities. This plant was acquired in 1911 by the Puget Sound Traction, Light & Power Company, which also acquired at the same time all of the properties under the management of the firm of Stone & Webster.

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The Puget Sound Traction, Light & Power Company, of which Jacob Furth was president at the time of his death, controls and operates all of the light, power and railway properties in Seattle, the interurban between Everett and Seattle and the interurban between Seattle and Tacoma, the only exception being the municipal lighting plants of Tacoma and Seattle, the lately constructed municipal railway in Seattle, completed in 1914, consisting of about three miles of track running from Third and Pine to the south shore of Lake Washington canal, near Ballard; the Lake Burien line, seven miles long, running from Spokane Avenue in a southerly direction to Lake Burien, and the Loyal Heights Railway, incorporated March 24, 1906, by Harry W. Treat, and running cars over about two miles of tracks between Twenty-fourth Avenue Northeast and Sixty-seventh Street.

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Seattle Chamber of Commerce organized on April 17, 1882. J. R. Lewis, president; Bailey Gatzert, vice-president.

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Seattle Commercial Club formed November 6, 1904. G. H. Revelle, president; Homer L. Bull, Secretary.

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First Paved Street.

First Avenue was the first street to be graded and sidewalked in the city of Seattle or King County. The contract for it was let July 10, 1876. It was also the first street to be paved with brick.

The relative magnitude of the first improvement of Front Street was great. From near the foot of Cherry Street to Pike Street a high strong bulkhead of logs was put in on the southwest side of the street twenty-five feet high in places. At several parts of the street at high tide the waters of the bay reached into the east or inland side of the street before this improvement was made. Nearly every bit of the Colman Block stands where the tide flowed fifty-five years ago.

The trees from which the logs for the cribbing were cut grew on the hillside between where the Washington Hotel now stands and the bay south of Virginia Street. The city engineers at that time were Eastwick, Morris & Co.

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Street Railways.

The Front Street Cable Railway Company was incorporated October 24, 1880, with capital of \$600,000, and the officers in 1890 were Jacob Furth, president; H. G. Struve, vice-president.

The first street railroad was built by F. H. Osgood about 1883 and horses were used to haul the cars. The south end of the track was at the intersection of Yesler Way and James, and it went up James to Second, thence to Pike, thence to First Avenue and down that to Battery Street. Service hourly.

The office, car barn and stables were combined as one in a building upon the site of the Masonic Building, corner of Second and Pike.

There was much complaint even in those days over the service. Something had to be done. It seemed to Mr. Osgood that this something was electricity. In the face of the ridicule of the Boston men, despite the fact that its possibilities were practically unknown, Mr. Osgood took what is now known as a gambler's chance and gave orders to equip his line with electricity. In place of the four "bob-tail" cars he ordered five new electric cars. In place of the car barns he installed a power plant. In place of the "mule skimmers" who drove his horses he engaged motormen. The line was ready in 1888 and began operation during the winter of that year.

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The first electric street car line in Seattle started on Second Avenue March 30, 1889, being the date service was begun. It was the fifth electric carline in the United States to begin operation.

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The South Seattle Cable Railway Company, J. M. Thompson, president.

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West Seattle Cable Railway Company was incorporated February 25, 1890. Lewis Ervine, president.

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The Metropolitan Electric Railway Company was incorporated July 19, 1890, with a capital of \$300,000.

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The Green Lake Electric Railway was incorporated in November, 1889. W. D. Wood, president.

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The West Seattle & North End Electric Railway Company was incorporated November 26, 1889. D. H. Gilman, president.

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The Yesler and Jackson cable line was first built in 1887, the cars running out Yesler Way to Lake Washington around a loop and back on Jackson, with a loop on Occidental Avenue. Before this only horse cars were used.

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The Seattle City Railway Company was incorporated in August, 1890, with a capital of \$600,000. F. J. Grant, president.

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The Madison Street Cable Railway Company. H. G. Struve, president; A. B. Stewart, vice-president.

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The James Street Construction Company was incorporated June, 1890, with \$200,000 capital. E. G. Witter, president; J. F. Eshelman, vice-president.

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When it became apparent that 20,000 people living on the north side of Lake Union could no longer be accommodated with respect to either street car or teaming facilities by the existing zig-zag of streets between Pike and Denny Way, an active agitation began which in 1900 resulted in the creation of the Westlake Avenue extension, and it has become one of the busiest thoroughfares in the West.

The Telegraph and Telephone

The first telegram reached Seattle and King County in August, 1864.

In 1856 the Western Union Telegraph Company was formed by the union of two Eastern companies. Its lines were not extended to the Pacific Coast until 1861. In October it was completed and in operation to San Francisco. In 1864 it reached Puget Sound.

The Postal Telegraph Company made its first connection with Seattle in January, 1887.

In 1873, as an evidence of civic spirit, the following is interesting. The whole country was suffering from financial depression at that time. The company owning the telegraph line which served the coast from San Francisco decided to discontinue the service north of Portland. Headed by Arthur A. Denny, always in the lead in matters of public interest, eighteen men contributed \$100 each as advance payment on tolls. The telegraph was important to the mills in the vicinity and the town did not wish to be cut off from communication with the outside world.

The telephone had not been proven successful in the East long before Seattle wanted it. When an opportunity to secure a system was offered the town eagerly seized it. The Sunset Telephone Company was organized in 1883 and immediately secured a franchise to install a system in Seattle. The telephone was first exhibited to the people of Seattle in the same year. The exhibition took place in a hall, where the townfolk had gathered. E. H. Larabee sang into the line at some point outside the building and was heard by those within. The service was inaugurated in 1884, with the main office in the telegraph headquarters in the Yesler Building at Second Avenue and Cherry Street. For many years the Sunset Company had the Seattle field to itself. Then a general feeling of dissatisfaction with its service culminated in the establishment of a second system in 1901. The competi-

tor was called the Independent Telephone Company. In the eleven years of its existence the new company developed a system of 16,000 telephones. In the meantime the original company had become reorganized and made a part of the Bell system. Its service had so improved that when in 1912, it took over the entire plant of the Independent Company there was a general feeling of relief throughout the city.

Today, with a population of probably 350,000 people, King County has more than 60,000 telephones, which means one instrument to every six persons within its boundaries. That Seattle is better equipped with telephones than the majority of cities in the United States is shown by telephone statistics. The average number of telephones in use in American cities of more than 100,000 population is 11.4 to each hundred people; in Seattle there are seventeen phone in use to each hundred people. The system here is one of the most highly developed in the entire country, and its management is infused with that predominate note that is now being struck by all enlightened public service corporations—a desire to please the public. From his home or his office a Seattle citizen can get in touch with 674,000 phones on the Pacific Coast, and in 1916 to be able to speak across the continent was an accomplished fact. There are 150,000 telephones in the state of Washington, and of this number Seattle has considerably more than one-third. The city is a district center of the great Bell interests—on this coast organized under the name of the Pacific Telephone & Telegraph Company—and approximately 2,000 employes are attached to the Seattle division. C. O. Myers is manager. The district commercial superintendent is F. L. McNally. It will be noted that since Mr. McNally was installed in the Seattle district there has been very little complaint as to the service.

The work of connecting Seattle with Alaska by cable commenced in 1901 and now the matter of cable communication with Alaska is not as momentous as was telephoning with Tacoma a few years ago.

* * * * *

Railways

We have at least six from the Atlantic to the Pacific in operation, and others projected. It was not until the Northern Pacific was completed to the Sound that King County began to grow. This was accomplished by 1885, and in 1887 it reached Seattle; since which time the growth of the state has been rapid. The entire length of the main line of the Northern Pacific from St. Paul to Seattle is 1,911 miles.

The Great Northern reached here in 1893. Its main line from St. Paul to Seattle is 1,828 miles.

Both of these roads united in the building of the Union Depot.

First railway connection was made in 1883 when the Northern Pacific Railway was completed to Wallula where it joined the Oregon Railway & Navigation Company's lines thus making a through line to Portland. In 1884 the Union Pacific completed the second direct line to Portland. In 1885 the Northern Pacific reached Puget Sound at Tacoma afterward extending the line to Seattle. Then the Seattle & International Railway Company built a line from Seattle to the Canadian boundary line at Sumas to connect with the Canadian Pacific Railway. The Southern Pacific Railway was completed

from San Francisco to Portland in 1887. The Great Northern Railway reached Seattle in 1892 and its lines have been extended north along the east shore of Puget Sound to Vancouver, B. C.

The first depot of the Seattle Lake Shore & Eastern Railroad was erected at the foot of Columbia Street, or near it, on Western Avenue.

It soon became apparent that for sidetracks and storage room not nearly enough ground was available. At this juncture Judge Hanford and Judge Burke appeared before the City Council and secured the passage of an ordinance creating Railroad Avenue which was 120 feet wide designed to afford an entrance to all transcontinental railroads coming to Seattle. Railroad Avenue is now built over what was then high water mark.

* * * * *

Chicago, Milwaukee & St. Paul Railroads arrived in Seattle March 19, 1909. They used the Snoqualmie Pass. Without any flourish of trumpets the road commenced its western journey on April 15, 1906 and in 1909 the last rail was laid and the line put in operation, a feat in railroad construction

that probably has not been equaled elsewhere in railroad history.

* * * * *

The Columbia & Puget Sound Railroad, under the name of Seattle & Walla Walla Railroad, became by lease a portion of the Milwaukee. The road is now owned by the Pacific Coast Company.

* * * * *

On January 1, 1910, the Oregon-Washington Railroad ran its first train over its own tracks into Seattle. The Harri-man system appreciated the importance of reaching Seattle and in 1907 its desire to do so became known by the purchase of lands for terminals on the tide flats in the south end of the city.

* * * * *

An extraordinary boom in tidelands occurred and fortunes were made over night. A great number of lots changed hands at figures they have not been able to bring since. With J. D. Farrell as president, the construction of this link in the

* * * * *

The Coming of the Steamboats

The first steamers owned and operated here were the J. B. Libby and the Mary Woodruff, about 1862. Both were sidewheelers.

The first wharves were built by Yesler at the foot of Mill Street (Yesler Way), by Plummer at the foot of Main Street and by Butler at the foot of Madison Street.

* * * * *

The schooner "Mary Taylor" arrived on the 19th day of February, 1852. The "Mary Taylor" left Portland early in the summer of 1852 with the first newspaper outfit north of the Columbia River, which was in charge of T. F. McElroy and James W. Wiley. This paper was issued at Olympia on September 11, 1852, and called The Columbian. The plant used was the first plant of "The Oregonian." It was taken to Portland from San Francisco in the fall of 1850, and the first issue of that paper (founded by Thomas J. Dryer, a strong Whig), was December 4, 1850.

* * * * *

In early times we occasionally saw the Hudson Bay steamers, "Beaver" and "Otter," passing to and from the station at Nisqually, but as yet no American steamer had ever navigated these waters.

The first American steamboat was brought to the Sound by her owners, A. B. David and Warren Gove, on the deck of the bark, "Sarah Warren," in October, 1853. She was a small sidewheeler called the "Fairy," and made several trips to Seattle and occasionally lower down the Sound, taking the place of our canoe express in carrying the mail. But she proved inefficient as a sea boat on the lower Sound, and a small sloop called the "Sarah Stone" was for a time put on the line by Slater & Webber.

The first regular steamboat company was incorporated in 1855.

In February, 1891, John Leary organized the Columbia River & Puget Sound Navigation Company with a paid-up capital of \$500,000, and began running steamers to Tacoma. This company built and operated the "Flyer," well known to all old-timers as the boat with the world's record for miles traveled.

Seattle's first share in the Oriental trade, save that ob-

Union Pacific System proceeded without interruption. It broke ground for its depot in 1909 and it was completed and occupied on May 1, 1911. The company used a temporary depot at Railroad Avenue and Dearborn Street. The new depot is also used by the Milwaukee line, running their first train in on May 25, 1911.

* * * * *

The first Great Northern train arrived in Seattle in 1893.

The rate for lumber was then ninety cents a hundred. Mr. J. J. Hill reduced it to forty cents a hundred. The result on King County's lumber business was magical.

* * * * *

The commencement of the Great Northern tunnel under the business district of the city and with an outlet on the tide flats was commenced in 1902 and completed in 1905, and contains two tracks. It is now apparent that the city would surely have committed commercial suicide if the project of the Northern Pacific to erect a depot on the waterfront had been permitted.

* * * * *

tained by transshipment via other ports, was given in 1896 when the Nippon Yusen Kaisha established a fleet of steamships in connection with the Great Northern Railroad. Since that time the China Mutual began in 1900 a steamship service to Liverpool and return that added facilities for Oriental commerce; the Boston Steamship Company and Boston Towboat Company put on a fleet of American ships in 1902.

* * * * *

Puget Sound is a system of waterways with numerous bays, straits and inlets extending for hundreds of miles (in the aggregate 1,600 miles) of shore line all navigable for the largest ships. Within the limits of King County there is a salt water frontage of about forty miles. The rise and fall of the tide is from nine to eighteen feet. There are no shoals, sunken reefs or other dangerous obstacles to navigation and vessels of any size can enter safely at all times and stages of the tide. Owing to the fact that it is protected on every side by high hills and mountain ranges it forms one vast harbor. It is open for shipping all the year. The climate being mild, unlike the Atlantic coast where there are numerous harbors, there are only two upon the Pacific Coast where the biggest vessels can enter and depart with a full cargo. These are San Francisco Bay and Puget Sound. Columbia River accommodates vessels which draw less than twenty-five feet.

Following the great struggle in the railroad world in 1901, for the control of the Northern Pacific Railroad, in which Mr. J. J. Hill and his associates secured control of the road, the Great Northern Steamship Company constructed the steamships Minnesota and Dakota, the largest freighters in the world, to operate on the line between Seattle and the Orient. The Dakota was destroyed on the Japanese coast several years ago. It is reported that the Minnesota has been sold to parties in England, for which country she left carrying 16,000 tons dead weight last fall. Trouble with her boilers occurred off the western coast of South America and she now lies in San Francisco harbor undergoing repairs.

* * * * *

The Minnesota was launched at the New London, Conn., shipyards April 16, 1903.

T. Ryan & Co. Oldest Contractors

One of the most reliable contracting firms of the early days was that of Timothy Ryan, who did business as T. Ryan & Co. Years ago "Tim" Ryan, as his friends loved to call him, served as one of the commissioners of King County.

No man ever lived in King County who served it more faithfully than "Tim" Ryan. He built and paved a great many miles of its splendid roads, as well as many blocks of Seattle's business streets and avenues. His work will be a monument for all time to a good and faithful servant. For "Tim" Ryan has gone to his reward. The great brick highway shown on page

* * * * *

Pioneer Wholesalers

The Schwabachers were established in Seattle in 1869, with Bailey Gatzert as resident partner. They were the pioneer merchants in Seattle. The store was first opened on the site of the old New England hotel. In 1872 they erected a building on the west side of Commercial Street, at the corner of Mill Street and Yesler Way. There was the first brick structure in Seattle. It was 30x120 feet, two stories in height. In the course of ten years their business had so increased as to demand a new building and in 1883 they put up a second building of brick 44x56 feet, three stories and basement, fronting on Yesler Way and abutting at the rear on the old building, thus giving them two fronts. From this they carried on a most extensive trade in all parts of Washington, having branch houses and numerous business connections, until the buildings were destroyed in the great fire. With very little delay, however, new buildings were erected.

* * * * *

A Quarter of a Century's Progress

In 1881 Mr. E. R. Butterworth came to the Territory of Washington, and in the following year established an undertaking business in what is now the City of Centralia. Ten years later he moved with his family to Seattle, and established the firm of E. R. Butterworth & Sons. Since that time, nearly a quarter of a century ago, the firm has grown until it is now recognized as the largest and best equipped establishment of its kind in the Northwest. The Butterworths were the first to own a hearse between Columbia river and Puget Sound. They were the first to build their own private crematory and Columbarium, and can care for ten thousand memorial urns. Since their beginning in King County they have handled nearly 18,000 funerals. They were the first to own their own property and pay more taxes than any other undertaking firm in Washington. They operate the largest private funeral motor equipment west of the Mississippi, which was all built to the order of the firm. The ambulance service is entirely separate from the other branches, and a day and night service is maintained for the removal of the sick and injured. This department responds to more calls during the course of a year than all other ambulance companies in King County combined.

The personelle of the firm consists of E. R. Butterworth, president; G. M. Butterworth, manager; C. N. Butterworth, secretary and superintendent of Crematory; F. R. Butterworth, treasurer and B. K. Butterworth, auditor.

35, was the last important contract completed by Ryan & Co. The Second Avenue paving was done by him last year, and it is the finest piece of street work ever laid in this country.

* * * * *

The firm founded by Mr. Ryan still does business in the same old offices, under the same old name, and performs its contracts in the same old manner that gave "Tim" Ryan his standing in this community. The firm even retains the same number telephone and the same offices in the Lowman Building. Joseph W. Pettinger is the firm's manager.

Oldest Stationery and Printing House.

In 1877, at that time being twenty years of age, James D. Lowman came to Seattle, where he secured employment as assistant wharfmaster on Yesler's wharf and was thus employed for four years. He then purchased one-half interest in the book store of W. H. Pumphrey, which for two years was continued under the firm name of Pumphrey & Lowman.

He then organized a stock company by absorbing the job printing plant of Clarence Hanford, established the corporation known as the Lowman & Hanford Stationery & Printing Company, which today is one of the most substantial firms in Seattle.

In 1886 Mr. Lowman was appointed trustee of all of Henry L. Yesler's property and assumed its entire control and management. Through the large enterprises which he had been carrying on and the general stagnation of business, had become heavily encumbered, and he required the assistance of a man of more than ordinary business sagacity to bring his affairs to a successful issue, and within the space of four years, from a condition of almost insolvency to be the most valuable held by an individual in Seattle.

After the fire Mr. Lowman erected on Pioneer Place, in the very heart of Seattle, three of the finest buildings in the city.

* * * * *

Seattle's Big Store to Celebrate Its Twenty-sixth Birthday

Public Invited to Share in Month-Long Event and to Share Mammoth Birthday Cake.

In a recent issue of a newspaper appears an anniversary advertisement of Seattle's big store, The Bon Marche, and the public is invited to join with this large merchandising concern in the celebration of its Twenty-sixth Anniversary, beginning May 1.

The mention of the Twenty-sixth Anniversary of The Bon Marche will call up for review many intensely interesting memories of pioneer days in Seattle. The older residents of Seattle, in particular, will remember when The Bon Marche was making its modest start at the corner of First Avenue and Cedar Street—in that section of Seattle then known by the several names of Bell Town, North Seattle and Stump Town—Second Avenue, the present location of the now large department store, was little better than a corduroy road.

In those days, The Bon Marche was a typical general merchandise store, such as one might find in many Western country towns. The man in overalls was made to feel at home, and the lady of fashion was not adverse to taking advantage of the bargains offered.

This store is now one of the show places of the city, being the third largest cash store in the United States. It has assumed proportions of which Seattle may justly be proud. But even today its management has the happy faculty of maintaining the same homey atmosphere on a large scale that was so much in evidence in a small way in those far-off pioneer days, when a mother with her babe in arms visiting that infant Bon Marche to make some small purchase was made to feel at home; and it was no crime for her baby to cry aloud. The small boy or girl or aged person was served with delicate

and painstaking care; and each visitor in his turn went away from The Bon Marche, a satisfied customer. So, after all, when we behold today this immense merchandising establishment catering to the innumerable needs of its many thousands of patrons, we see but the natural result of a cause coupled with an opportunity which was recognized and seized. And the same close attention to the business of giving to each patron of this big store, absolute satisfaction is making it still larger each year; and it will continue to grow and flourish exactly in proportion to its ability to maintain the high standard of service required by the public. The Bon Marche seems to realize that its success is due to the loyalty of the people of Seattle, and so today it extends a general invitation to the public to join in the month-long celebration of its 26th Anniversary.

Dalk & Lindberg

Phone North 835

Sash and Door Factory

Ewing and Woodlawn

Meese & Gottfried

Elevators, Conveying

and Screening Machinery

558 1st Avenue South

Elliott 1093

GEO. MILTON SAVAGE
Pres. and Genl. Mgr.

D. I. CONELL
Vice-Pres. and Secy.

Washington Paving Co.

GENERAL CONTRACTORS

GOOD ROADS

BETTER PAVEMENTS

1915 CONTRACTS SECURED--27

Consisting of

359,612 Square Yards Pavement
150,000 Cubic Yards Excavation
170,000 Lin. Feet Curbing
Cleaning Sewers, Sidewalks, etc.

MATERIALS USED

40,000 Barrels Cement
92,685 Cubic Yards Sand and Gravel
15,500 Cubic Yards Crushed Rock
1,000,000 Brick
18,000 Barrels Asphalt and Bitumen

SEATTLE
1704-17 L. C. Smith Bldg.
Phone Elliott 246

TACOMA
606 Savage-Scofield Bldg.
Phone Main 414

BELLINGHAM
422 Bellingham National Bank Bldg.
Phone 204



Lincoln High



Broadway High

A GROUP of SCHOOLS




Queen Anne High




Franklin High


Seattle, and one may not speak of King County without encompassing its great capital, is not merely a city of sordid and cold business houses, and consequent homes, but it might properly be termed "the City of Churches." On her many hills are scattered beautiful religious edifices. All the denominations are represented by houses of worship of the most classic design.




Green Lake M.E. Church




St. James Cathedral



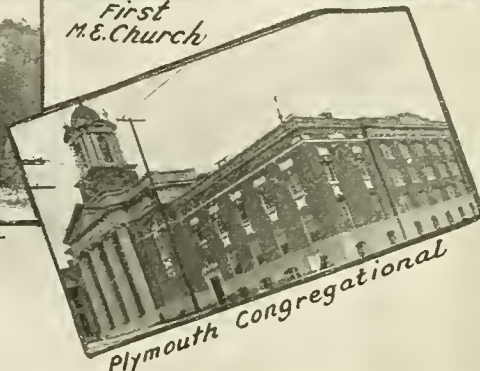
Temple de Hirsch



First M.E. Church



First Baptist



Plymouth Congregational

Some Prominent Churches

The schools of King County are among her proudest possessions. Education of the child is certainly not neglected in City or County.

The matter of the schools, however, is too large to be treated in this booklet and will be the subject of a new work soon to be issued.

J. D. Ross, and His Plant, and His Record



THE Seattle Municipal Light & Power Plant is known throughout the country as America's foremost municipal plant. Beginning in 1902, when the first bonds were voted, the plant has grown until it serves 42,000 consumers with light and power and earns over \$1,000,000 yearly. Credit for securing the plant for the city is due to R. H. Thompson, who, as city engineer, pointed out the need for such a plant as early as 1893, and who led the campaign to secure the plant. Superintendent J. D. Ross, who was with the plant as designing, constructing and operating engineer from its inception, is responsible in a great measure for the successful administration of the affairs of the plant.

In 1902 Seattle citizens were paying 20 cents per kilowatt hour for light, and paying for their own extensions. When the plant was assured, the company's rate came down to 12½ cents. In 1905 the first customers of the municipal plant were served at a maximum rate of 8½ cents. The rate has been reduced three times since, and 5½ cents is now the highest rate charged. In every instance the city plant made the reduction, and the opposition met the rate. Seattle rates are as low as any in the country, with the possible exception of Niagara Falls, and the service is the best in the country.

The main generating station is at Cedar Falls, forty miles from Seattle, where generators of 10,500 kilowatt capacity are turned by water power. The same water is later turned into the city water system, actually improved by its passage through the wheels. A modern steam generating station of 7,500 kilowatt normal capacity, located in Seattle on the east shore of Lake Union is used as an auxiliary source of

power at time of heaviest demand and in emergencies. The city lines cover the entire city with their network, providing light and power to the remotest citizen.

The street lighting system lights 700 miles of streets of which 28 miles are served by the finest ornamental cluster lighting system in America, and the remainder by the new nitrogen-filled tungsten lamps.

At a conservative estimate, the municipal plant is saving the citizens \$1,000,000 per year in light and power bills compared to the rates charged in surrounding cities which do not have municipal competition. In addition, the service furnished gives Seattle the basis for her claim to be "America's best lighted city."



Public Prosecutor and Corporation Counsel

A Pair of Clean, Reliable, Clear-headed Lawyers



ALFRED H. LUNDIN
Prosecuting Attorney for King County

On March 17, 1884, in the mining camp of Lead, South Dakota, where the Home Stake Gold Mine is located, Alfred H. Lundin was born. Immediately after graduating from the University of Nebraska in 1906, where he received both college and law degrees, he began practicing law in Seattle. From January, 1909, until December, 1911, Mr. Lundin was deputy prosecuting attorney of King County. In the fall of 1914 he was elected Prosecuting Attorney, which position he now holds.

Mr. Lundin has selected as his deputies and able assistants Messrs. Frank P. Helsell, S. M. Brackett, John D. Carmody, Edwin C. Ewing, Everett C. Ellis, Lane Summers, Erven H. Palmer, T. H. Patterson, Joseph A. Barto, and Miss Anna Cavanaugh, Chief Clerk.

Hugh M. Caldwell, Corporation Counsel for the City of Seattle was born in Knoxville, Tenn. He is a graduate of the National University Law School in Washington, D. C., and has practiced law in Washington for eleven years. Mr. Caldwell was the first president of the Municipal League of Seattle, and was formerly Chief Deputy Prosecuting Attorney of King County. He promised if elected corporation counsel to conduct that department of the city strictly as a law office, and during the brief period that he has held this office appears to be fulfilling his promise. The office handles an immense volume of work and in carrying this on Mr. Caldwell has able assistance in the following: Assistant Corporation Counsel, Walter F. Meier, Robert H. Evans, Howard A. Hanson, Frank S. Griffith, James A. Dougan, Patrick Tammany, City Attorney, Thomas J. L. Kennedy, R. B. McClinton, chief clerk; George A. Meagher, W. D. Covington, H. R. Fullerton.



HUGH M. CALDWELL
Corporation Counsel City of Seattle

Seattle's First Railway

The story of the Columbia & Puget Sound Railway—Seattle's first—(now the Pacific Coast Railroad) is really a part of the history of King County, so I am printing a story by my friend Mertens which is much more interesting than I might write myself:

* * * * *

JUST FORTY YEARS AGO RAILS WERE LAID FOR WHAT IS NOW THE PACIFIC COAST RAILROAD (FORMERLY C. & P. S. R. R.)

By G. W. MERTENS
Superintendent Pacific Coast Railroad Company

Poor Nathaniel Hawthorne! If he could only have lived in the year 1916 and stood in the tower of the 42-story L. C. Smith Building, Seattle, and from there written his "Sights From a Steeple!"

No doubt this classic sketch then would have attracted everlasting attention to the great network of steel rails shimmering in the summer sunlight far to the southward. He would have seen how these threads of steel, spreading out like a fan, converge and gradually merge into the blue haze and disappear as if through one little opening in the foothills.

But this little gap is no illusion. It's no trick of the atmosphere to deceive the eye. The facts are this narrow opening—the Duwamish Valley—holds the key to the transportation problem of Seattle from the south.

It is because of this that the first Seattle railroad was built through the gap to Black River to reach the coal mines of Newcastle. Such prominent men in the early history of Seattle as A. A. Denny and J. M. Colman conceived and carried out the idea of giving this city its first rail line. The completion of this narrow gauge system in 1876 marked an epoch in the development of the Puget Sound country, and this year Seattle is celebrating the fortieth anniversary of its first railroad.

The line was then the property of the Seattle & Walla Walla Railroad and Transportation Company. After the organization of the Oregon Improvement Company by Henry Villard in 1880, this concern bought the road from the Seattle interests headed by J. M. Colman, and renamed it the Columbia & Puget Sound Railroad Company. Extensions were made to the Black Diamond and Franklin mines and a little later to Taylor.



J. M. COLMAN
A leader in the building
of the Seattle &
Walla Walla
Railroad

PLANNED TO CONNECT LINE WITH NORTHERN PACIFIC

If in his development of western railroads Mr. Villard had been entirely successful the Seattle & Walla Walla or Columbia & Puget Sound would have been extended to Pasco and there connected with the Northern Pacific. This



Engine No. 1, which brought to Seattle the first passenger train over the tracks of The Columbia & Puget Sound

would have given Seattle instant supremacy in the early struggle of the Puget Sound cities, but this plan was doomed to failure.

Seattleites, however, were not satisfied with anything short of a transcontinental connection. Next, the Puget Sound Shore Line was constructed, which connected the Columbia & Puget Sound with the Northern Pacific between Black River Junction and Stuck Junction.

In order to accommodate the standard equipment of the Northern Pacific a third rail was laid outside the narrow gauge track and for years both kinds of equipment traveled over the same roadbed.

In 1884 the first trainload of Black Diamond coal arrived in Seattle. Since then thousands of trainloads have passed through Seattle or been unloaded for local use.

* * * * *

In 1914 the Pacific Coast Coal Company erected a Briquetting plant at Renton on the line of the Pacific Coast Railroad which is one of the largest manufacturing industries of King County, engineers having pronounced it the most modern Briquetting plant in the world, and today Diamond Briquettes have become a household word throughout the Pacific Coast. The vessels of the Pacific Coast Steamship Company have taken thousands of tons of Diamond briquettes to the California country.



The Hyak, one of the first locomotives on Seattle & Walla Walla Railway, now Pacific Coast Railroad of Washington

County Engineer Lays Out and Superintends Work Costing Millions

Arthur P. Denton is County Engineer for King County. He has made a very acceptable official, and has been in charge of its engineering during the days of its greatest expansion. Mr. Denton has served the County as principal for two terms, and prior to his election was chief deputy.

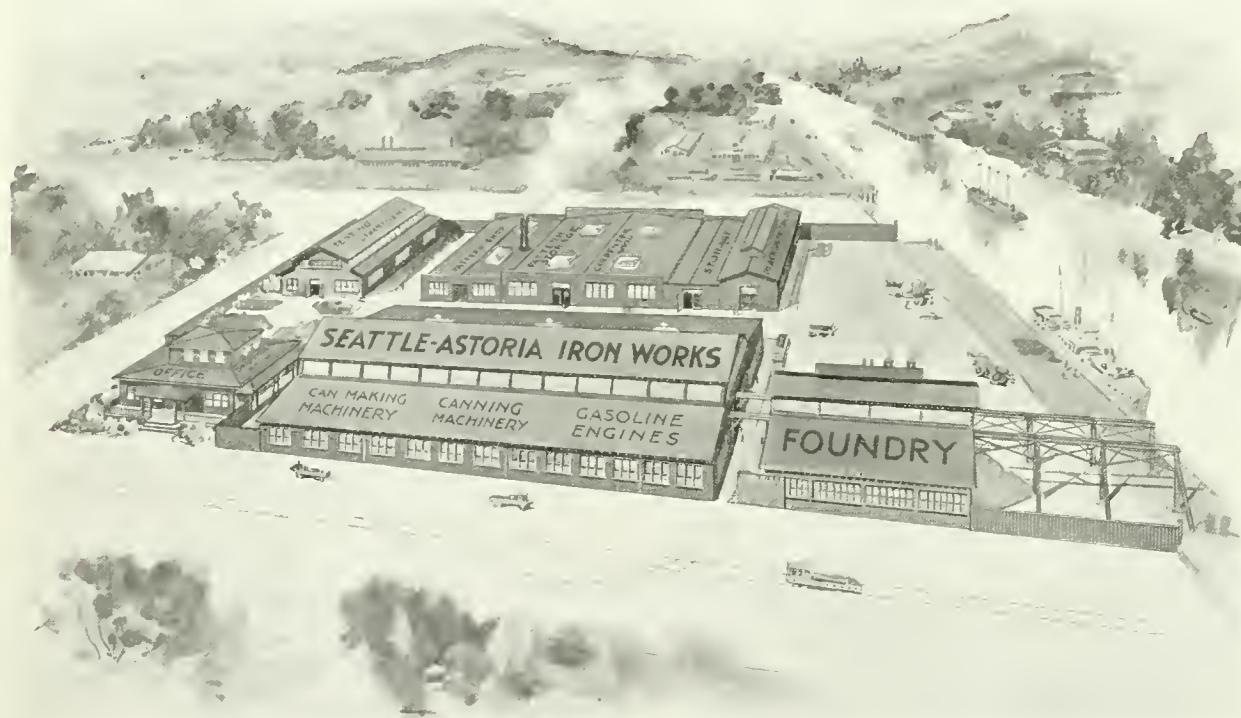
Mr. Denton early in his term surrounded himself with a corps of the ablest engineers and technical men in the Northwest and too much cannot be said of his and their splendid work for King County.

The good roads, easy grades, and splendid pavements speak amply for their ability.



HOME OF THE Seattle-Astoria Iron Works

Located at 601-657 Myrtle Street on the Duwamish Waterway



The largest plant on the Pacific Coast devoted to the manufacture of Salmon Canning Machinery and Sanitary Can Making Machinery for Fish, Meats, Vegetables, Fruits and other products.

Bank deposits in King County are approximately One Hundred Million Dollars.

The County itself carries a bank balance of about \$5,000,000.

King County enjoys more miles of paved streets than any other County in America of like population.

"The soil of the many valleys of King County is equal to the famed dike lands of Holland."—Government Report.

Seattle and its Port contains the second largest dock in America—that at Smith's Cove. On a recent survey \$18,000,000 worth of goods in transit lay in its sheds.

Next to San Francisco Seattle has the greatest system of public docks and warehouses on the Pacific Coast. They are owned by the whole people of King County and are managed by three Commissioners, Messrs. Bridges, Remsberg and Ewald.

"The wealth of a nation is largely in its farming lands." No more so, however, than the wealth of a county. Besides its great fisheries, coal mines, clay deposits, dairying, fruit raising, lumbering, and other developed industries we are almost in a virgin state as regards our farms. Time and intelligence, and knowledge of its possible resources, will do much to add to our farm wealth.

King County is rapidly developing into a manufacturing community. Inducements in the way of practically free factory sites, and very cheap power rates are doing much to forward the "greater payroll" movement.



HIRAM C. GILL, MAYOR OF SEATTLE
Now Serving His Fourth Term

"I believe in the consolidation of the City of Seattle and the County of King."—Mayor Gill.

STATEHOOD FOR WASHINGTON

On November 11, 1889, President Benjamin Harrison issued his proclamation, signed for him by Secretary of State James G. Blaine, declaring all preliminary statehood conditions had been fulfilled and that the State of Washington was admitted into the Union.

On November 18, Justice John P. Hoyt administered the oath of office to Governor-elect Ferry. The Legislature was already in session, and Washington had finally entered upon its career as a sovereign State, and began the real progress of a great state.

The NEW MONOLITHIC VITRIFIED BRICK PAVEMENT

The Allen Type of Monolithic Construction Produces the Ideal Brick Pavement for City Streets and Country Highways. In this Type of Pavement is Secured Economy, Durability, Safety, Smoothness, Noiselessness, and Lasting Satisfaction.

THE new type of pavement is called Monolithic because the brick are laid in cement mortar on the soft, unset concrete base, the whole operation being completed within a few hours after the spreading of the concrete base. When the concrete hardens the strength of the brick and concrete is combined in a solid mass, thus forming a true monolith.



A KING COUNTY VITRIFIED BRICK HIGHWAY.

The cross-section in the fore-ground is drawn by the Artist to illustrate how brick and concrete form a solid arch under Monolithic construction.

The Old Method Compared With the New

Brick pavements have generally been constructed in the past by putting a layer of sand on the concrete base, on which the brick are laid. Cement grout is poured between the brick and, when the grouting sets, the brick are cemented together in the form of an arch. The brick surface then supports the entire strain of the traffic.

If the cement grouting gives way, the arch breaks, allowing a section of the pavement to sink into the layer of sand, when the strain of traffic is shared by the foundation, but the result is that the pavement becomes uneven and the brick loosened.

With Monolithic construction, there is no breaking of the arch. Brick and concrete form a solid mass supporting traffic with their entire combined strength. Brick will not loosen and chip. The Monolith forms a durable, smooth pavement and, unlike many improvements, it costs less to construct than the old style.

Denny - Renton Clay & Coal Co.

General Offices: Hoge Building,
Seattle, U. S. A.



(Terra Cotta Cartouche over Main entrance of the New Court House)

Art in Building has an able ally in Terra Cotta

THIS material solves the problem of giving beauty of ornament and color to buildings without incurring prohibitive expense. It solved the problem of the Citizens' Committee in charge of the construction of the new Court House, who wished to give Seattle a beautiful building at a minimum of cost.

The two upper floors of the New Court House are faced with Terra Cotta produced in the Terra Cotta Plant of the Denny-Renton Clay & Coal Company.

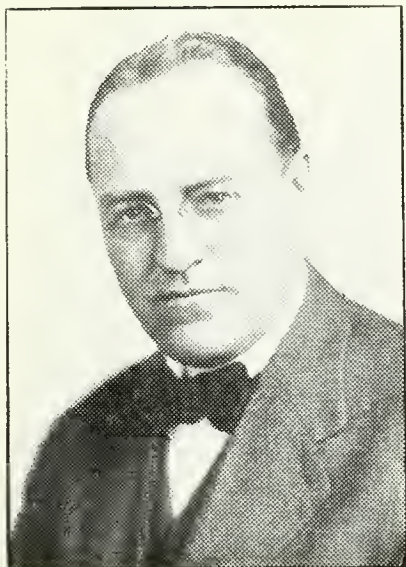
Terra Cotta has the appearance and durability of stone without its weight. The beauty of the hand-carved or chiseled stone can be reproduced in Terra Cotta at a saving of thirty-five to forty per cent. It is practical in a variety of colors impossible to find in building stone. It makes ornamental color and design practical and economical in commercial building.

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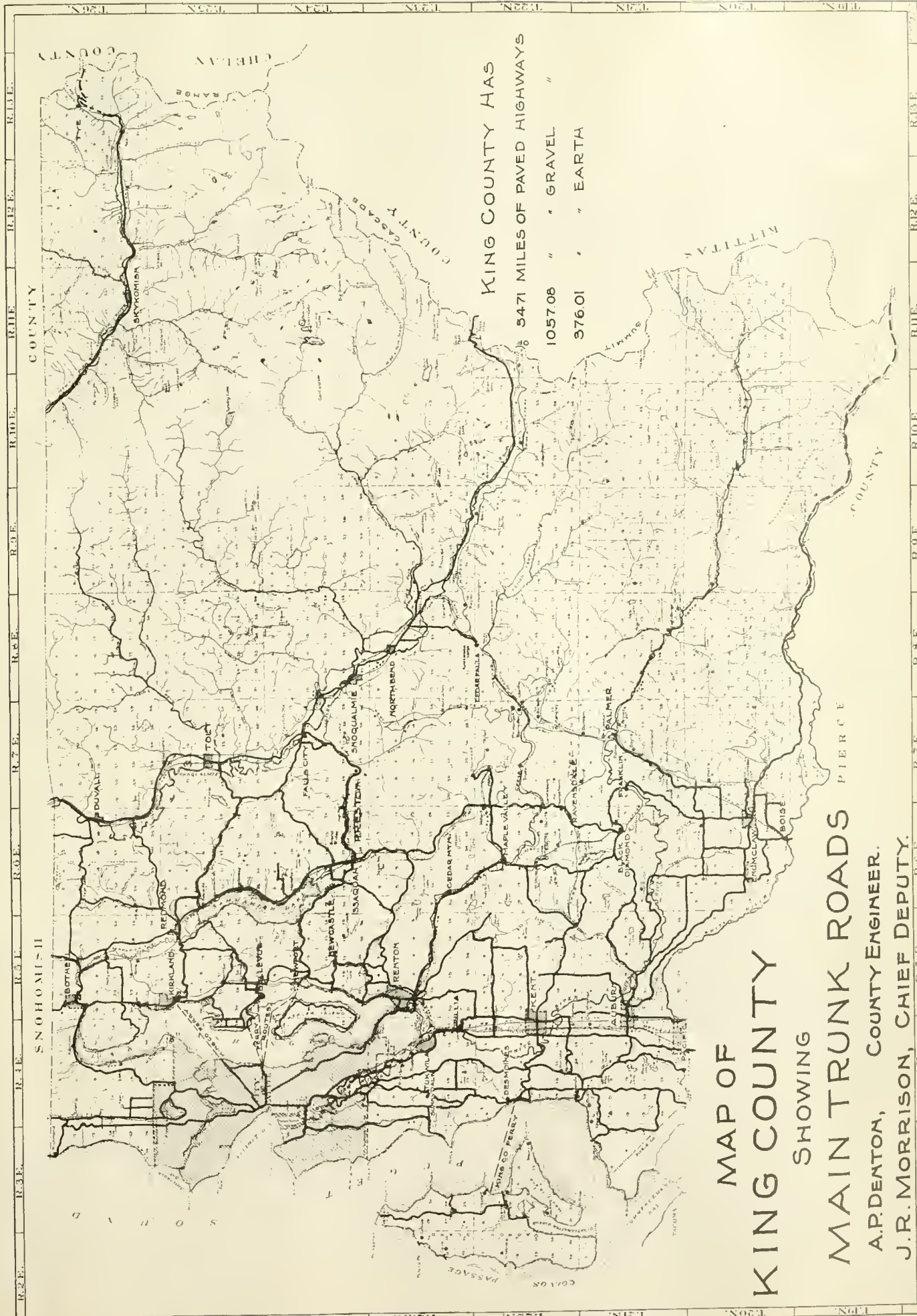
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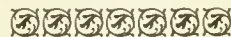
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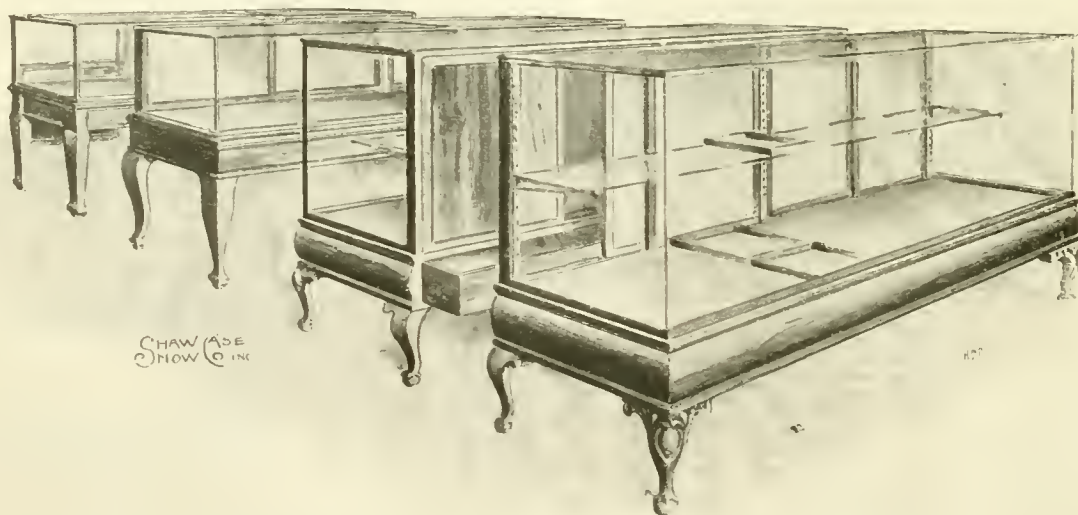
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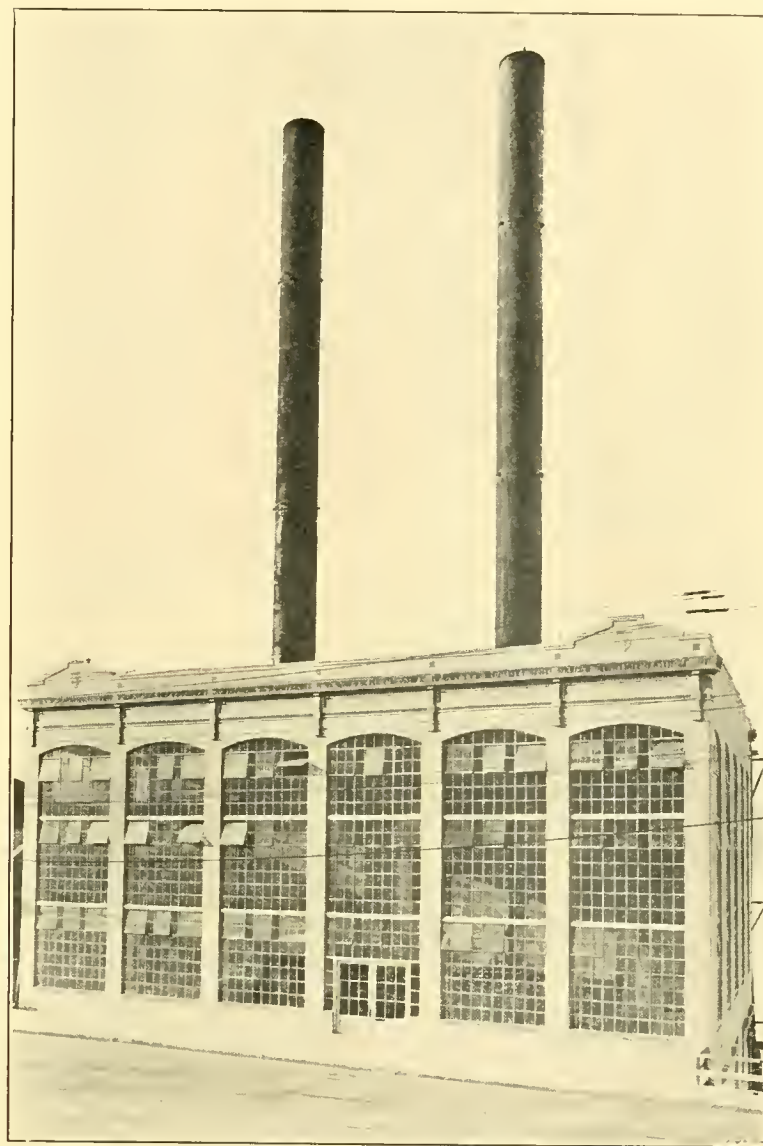
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“The long nights of winter! These are the hours for self-appraisal. When nature holds a solemn wake over the dead leaf, the fireplace is the home of a kindly genius whose power it is to wake the hidden monitor in every man—the monitor who is, at once, man's closest friend and sternest judge.”

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